



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 02/16/2018

Airbus A350-900 Series, A350-1000 Series All Models

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Airbus A350

REVISION NO. 3

DATE: 02/16/2018

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I

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74	Ignition	74-1	3	02/16/2018
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78	Engine Exhaust	78-1 thru 3	Original	05/12/2016
79	Engine Oil	79-1 thru 5	Original	05/12/2016
80	Starting	80-1 thru 3	Original	05/12/2016

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2	10/04/2017	I, II, III, IV, V, VI, VII, 21-1, 21-9, 21-12, 21-13, 21-34, 21-37, 21-38, 21-39, 21-40, 21-43, 21-44, 21-46, 22-2, 22-4, 22-13, 23-1, 24-2, 24-4, 24-12, 25-16, 25-17, 25-18, 26-3, 28-4, 28-5, 29-4, 29-8, 29-9, 30-2, 31-2, 31-12, 32-12, 32-13, 32-14, 32-15, 32-16, 32-17, 32-18, 32-19, 32-20, 32-21, 32-22, 32-23, 32-24, 32-25, 32-26, 32-27, 32-28, 33-2, 33-7, 33-10, 34-2, 34-13, 34-14, 36-3, 36-4, 36-5, 36-6, 42-2, 42-3, 42-4, 42-23, 42-24, 44-1, 44-3, 46-2, 46-5, 46-6, 47-1, 52-2, 52-8.			
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HIGHLIGHTS OF CHANGE			

EFFECTIVE ABOVE DATE, the Airbus A350 Master Minimum Equipment List (MMEL) has been revised. Replace affected pages with Revision 3 for a complete, up-to-date MMEL. For each ATA chapter containing a change(s), the revision number and date will be updated accordingly on all pages of that ATA chapter. Changes made to the document that do not affect the content of an MMEL item, such as header changes, minor typos, or format changes, may not be tracked with change bar insertion.

ITEM NO.	EXPLANATION OF CHANGE
ATA 21 AIR CONDITIONING	
21-07-03-03	Revised item. Changed Number Installed to accommodate A350-1000 Series data.
21-09-02	Revised item. Changed Number Required for Dispatch.
21-28-06	Revised item. Changed Number Installed to accommodate A350-1000 Series data.
21-60-04	Revised item. Changed Number Installed to accommodate A350-1000 Series data.
21-60-11	Revised item. Changed Repair Category.
ATA 22 AUTOFLIGHT	
22-10-14	New item.
22-10-15	New item.
22-10-16	New item.
ATA 23 COMMUNICATIONS	
23-02-01	Revised item. Applied MOD affectivity.
23-02-31	Revised item. Applied MOD affectivity.
23-11-02	Revised item. Applied MOD affectivity.
ATA 25 EQUIPMENT/FURNISHINGS	
25-21-07	Revised item. Changed Repair Category.
25-21-08	New item.
25-21-09	New item.

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HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE		
ATA 26 FIRE PROTECTION			
26-02-03	Revised item. Applied Model affectivity.		
26-02-04	New item.		
26-05-01	New item.		
26-16-03	Revised item. Changed Repair Category.		
26-20-03	Revised item. Applied MOD affectivity.		
26-20-04	New item.		
26-23-07	Revised item. Removed "Redundancy" criteria.		
26-23-09	Revised item. Removed "Redundancy" criteria.		
26-23-11	New item.		
26-23-12	New item.		
ATA 27 FLIGHT CONTROLS			
27-09-04	Revised item. Added dispatch condition for A350-1000 Series.		
27-09-07	New item.		
27-14-01	Revised item. Added dispatch condition for A350-1000 Series.		
27-14-02	Revised item. Added dispatch condition for A350-1000 Series.		
27-14-03	Revised item. Added dispatch condition for A350-1000 Series.		
27-44-01	Revised Item. Changed Remarks or Exceptions.		
27-51-01	Revised Item. Changed Remarks or Exceptions.		
27-51-02	Revised Item. Changed Remarks or Exceptions.		
27-64-01	Revised item. Added dispatch conditions for A350-1000 Series.		
27-64-02	Revised item. Added dispatch conditions for A350-1000 Series.		
27-64-04	Revised item. Added dispatch conditions for A350-1000 Series.		
27-81-01	Revised Item. Changed Remarks or Exceptions.		
27-81-02	Revised Item. Changed Remarks or Exceptions.		
27-91-01	New item.		

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HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE		
ATA 27 FLIGHT CONTROLS			
27-91-09	New item.		
27-92-01	Revised item. Added dispatch condition.		
27-93-01	New item.		
27-93-03	New item.		
ATA 29 HYDRAULIC POWER			
29-09-01	Revised item. Changed Repair Category.		
29-10-01	Revised item. Applied Model affectivity.		
29-10-02	Revised item. Applied Model affectivity.		
29-10-03	Revised item. Added dispatch condition.		
29-10-04	New item.		
29-10-05	New item.		
29-33-09	New item.		
ATA 30 ICE AND RAIN PROTECTION			
30-11-05	New item.		
ATA 31 INDICATING/RECORDING SYSTEMS			
31-02-01	New item.		
31-02-02	New item.		
31-02-03	New item.		
31-02-04	New item.		
31-02-05	New item.		
31-02-06	New item.		
31-02-07	New item.		
31-02-08	New item.		

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HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE		
ATA 31 INDICATING/RECORDING SYSTEMS			
31-02-09	New item.		
ATA 32 LANDING GEAR			
32-07-01	Revised item. Added dispatch condition for A350-1000 Series.		
32-07-02	Revised item. Changed Number Installed to accommodate A350-1000 Series data.		
32-09-05	Revised item. Applied Model affectivity.		
32-09-06	Revised item. Applied Model affectivity.		
32-09-07	Revised item. Applied Model affectivity.		
32-09-08	Revised item. Applied Model affectivity.		
32-31-03	Revised item. Applied Model affectivity.		
32-31-04	Revised item. Applied Model affectivity.		
32-31-06	Revised item. Applied Model affectivity.		
32-31-07	Revised item. Applied Model affectivity.		
32-31-08	New item.		
32-32-01	Revised item. Applied Model affectivity.		
32-32-02	Revised item. Applied Model affectivity.		
32-33-01	Revised item. Added dispatch condition for A350-1000 Series.		
32-41-01	New item.		
32-41-02	New item.		
32-42-01	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-02	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-03	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-04	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-05	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-06	Revised item. Added dispatch conditions for A350-1000 Series.		

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HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE		
ATA 32 LANDING GEAR			
32-42-07	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-08	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-09	New item.		
32-42-10	New item.		
32-42-11	New item.		
32-42-12	New item.		
32-42-18	Revised item. Added dispatch condition for A350-1000 Series.		
32-42-19	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-20	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-27	New item.		
32-43-01	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-02	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-03	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-04	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-05	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-06	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-07	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-08	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-09	New item.		
32-43-10	New item.		
32-43-11	New item.		
32-43-12	New item.		

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HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE		
ATA 33 LIGHTS			
33-26-05	Deleted item.		
33-40-04	Revised item. Changed Remarks or Exceptions.		
33-40-07	Revised Item. Changed Remarks or Exceptions.		
33-40-09	Revised Item. Changed Remarks or Exceptions.		
33-50-08	Revised Item. Changed Remarks or Exceptions.		
ATA 36 PNEUMATIC			
36-12-02	Revised item. Added dispatch condition.		
36-22-02	New item.		
36-22-03	New item.		
ATA 42 INTEGRATED MODULAR AVIONICS			
42-41-04	Revised item. Applied Model affectivity and added dispatch conditions.		
42-41-05	Revised item. Applied Model affectivity and added dispatch conditions.		
42-41-19	Revised item. Changed Remarks and Exceptions.		
42-41-22	Revised item. Changed Remarks and Exceptions.		
42-41-23	Revised item. Changed Remarks and Exceptions and added dispatch condition for A350-1000 Series.		
42-41-24	Revised item. Changed Remarks and Exceptions.		
42-41-25	Revised item. Added dispatch conditions for A350-1000 Series.		
42-41-26	Revised item. Changed Remarks and Exceptions.		
42-41-27	Revised item. Changed Remarks and Exceptions and added dispatch condition.		
42-41-29	Revised item. Changed Remarks and Exceptions.		

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HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE		
ATA 44 CABIN SYSTEMS			
44-11-01	Revised item. Deleted item reference.		
44-15-03	Revised item. Changed Remarks and Exceptions and added dispatch condition.		
ATA 46 INFORMATION SYSTEMS			
46-20-03	Deleted item. Added Note.		
46-20-07	Revised item. Added dispatch condition.		
46-20-08	New item.		
46-30-01	Deleted item. Added Note.		
ATA 52 DOORS			
52-30-01	Revised item. Changed Remarks and Exceptions.		
ATA 73 ENGINE FUEL AND CONTROL			
73-09-01	Revised item. Added dispatch condition for A350-1000 Series.		
ATA 74 IGNITION			
74-31-01	Revised item. Applied Model affectivity.		
ATA 75 BLEED AIR			
75-09-03	Revised item. Applied Model affectivity.		
75-09-04	Revised item. Applied Model affectivity.		
75-24-01	Revised item. Applied Model affectivity.		
75-33-01	Revised item. Applied Model affectivity.		

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DEFINITIONS AND PREAMBLE		

For Definitions, refer to the current FAA MMEL Policy Letter PL-25, *MMEL and MEL Definitions*.

For the Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, *MMEL and MEL Preamble*.

FAA MMEL Policy Letters may be found on the FAA Flight Standards Information Management System (FSIMS) website at:

[FSIMS - Publications - MMEL Policy Letters](#)

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
A			
A/BRK	Autobrake		
A/THR	Autothrust		
AAP	Additional Attendant Panel		
AAT	Aircraft Allocation Table		
ABSELV	Alternate Brake Selector Valve		
AC	Alternating Current		
ACCU	Accumulator		
ACFT	Aircraft		
ACMS	Aircraft Condition Monitoring System		
ACP	Audio Control Panel		
ACS	Air Conditioning System		
ADF	Automatic Direction Finder		
ADGB	Active Differential Gearbox		
ADHF	Adaptive Dropped Hinge Flap		
ADIRS	Air Data Inertial Reference System		
ADIRU	Air Data Inertial Reference Unit		
ADR	Air Data Reference		
ADS	Aircraft Documentation System		
ADS-B	Automatic Dependent Surveillance		
ADS-C	Automatic Dependent Surveillance Contract		
AECM	Alternate Extension Control Module		
AEFO	All Engine Flame Out		
AESS	Aircraft Environment Surveillance System		
AFDX	Avionics Full Duplex Switched Ethernet		
AFM	Airplane Flight Manual		
AFS	Automatic Flight System		
AGL	Above Ground Level		
AGS	Air Generation System		
AIP	Attendant Indication Panel		
ALT	Altitude		
ALTN	Alternate		
ANF	Airport Navigation Function		
AOA	Angle of Attack		
AOC	Airline Operational Control		
AP	Autopilot		
APCH	Approach		
APP	Alternate Power Pack		
APPR	Approach		
APU	Auxiliary Power Unit		
APU GEN	Auxiliary Power Unit Generator		
AR	Authorization Required		
ARA	Approaching Runway Advisory		
ARV	Alternate Refill Valve		
ASCU	Air System Control Unit		
ASFC	Avionics Server Function Cabinet		
ASV	Alternate Servo Valve		
ATA	Air Transport Association		
ATC	Air Traffic Control		

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
ATSU	Air Traffic Service Unit		
ATT	Attitude		
ATQC	Airbus Temporary Quick Change		
ATU	Auto Transformer Unit		
AUTO	Automatic		
AED	Automatic Emergency Descent		
AED	Automatic External Defibrillator		
AVNCS	Avionics		
B			
B/UP	Backup		
BAM	Bleed Air Monitoring		
BAS	Bleed Air System		
BAT	Battery		
BBAND	Broadband		
BCF	Brake Cooling Fan		
BCL	Battery Charge Limiter		
BCM	Backup Control Module		
BCS	Braking Control System		
BITE	Built-In Test Equipment		
BKUP	Backup		
BMD	Backup Motor Driver		
BOMU	Bleed and Overheat Monitoring Unit		
BPS	Backup Power Supply		
BPT	Bogie Pitch Trimmer		
BPTMS	Bogie Pitch Trimmer Monitoring System		
BPTU	Brake Pedal Transmitter Unit		
BRT	Bright		
BSV	Brake Shuttle Valve		
BTM	Brake Temperature Control Module		
BTMS	Brake Temperature Monitoring System		
BTS	Brake Temperature Sensor		
BTV	Brake To Vacate		
C			
C/B	Circuit Breaker		
C/L	Checklist		
CAB	Cabin		
CAM	Cabin Assignment Module		
CAN	Controller Area Network		
CAPT	Captain		
CAT	Category		
CAV	Cold Air Valve		
CBMU	Circuit Breaker Monitoring Unit		
CCD	Cursor Control Device		
CCRC	Cabin Crew Rest Compartment		
CDL	Configuration Deviation List		
CDLS	Cockpit Door Locking System		
CDM	Coolant Distribution Module		
CDS	Control and Display System		

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
CDSS	Cockpit Door Surveillance System		
CED	Cooling Effect Detector		
CELLI	Ceiling Emergency LED Lights		
CEV	Commercial Equipment Ventilation		
CFP	Computerized Flight Plan		
CG	Center of Gravity		
CIDS	Cabin Intercommunication Data System		
CIU	Camera Interface Unit		
CKPT	Cockpit		
CLS	Cargo Loading System		
CMC	Central Maintenance Computer		
CMS	Central Maintenance System		
CMV	Concentrator and Multiplexer for Video		
COM	Command		
CONF	Configuration		
CP	Control Panel		
CPC	Cabin Pressure Controller		
CPCS	Cabin Pressure Control System		
CPDLC	Controller-Pilot Datalink Communication		
CPIOM	Core Processing Input/Output Module		
CRC	Crew Rest Compartment		
CRDC	Common Remote Data Concentrator		
CRFL	Cruise Flight Level		
CSAS	Conditioned Service Air System		
CTL	Control		
CTS	Cabin/Compartment Zone Temperature Sensor		
CVMS	Cabin Video Monitoring System		
CVR	Cockpit Voice Recorder		
D			
D-ATIS	Digital Automatic Terminal Information System		
DBPV	Door Bypass Valve		
DC	Direct Current		
DCL	Departure Clearance		
DEU	Decoder/Encoder Unit		
DFDR	Digital Flight Data Recorder		
DFS	Differential Flap Setting		
DH	Decision Height		
DLCS	Data Loading Configuration System		
DME	Distance Measuring Equipment		
DMU	Data Management Unit		
DOLLI	Dome Emergency LED Light		
DPI	Differential Pressure Indicator		
DSCS	Door and Slides Control System		
DTS	Duct Temperature Sensor		
DU	Display Unit		
E			
EASA	European Aviation Safety Agency		
EBAS	Engine Bleed Air System		
EBHA	Electrical Backup Hydraulic Actuator		

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
EC	European Commission		
ECAM	Electronic Centralized Aircraft Monitoring		
ECAS	Emergency Cockpit Alerting System		
ECP	ECAM Control Panel		
EDMU	Electrical Distribution Management Unit		
EDP	Engine Driven Pump		
EEC	Engine Electronic Controller		
EENMU	Emergency Electrical Network Management Unit		
EEP	ETOPS Entry Point		
EFB	Electronic Flight Bag		
EFCS	Electronic Flight Control System		
EFIS	Electronic Flight Instrument System		
EGT	Exhaust Gas Temperature		
e-GDO	Electrical Ground Door Opening		
EHA	Electro-Hydrostatic Actuator		
EHM	Engine Health Monitoring		
EIF	Engine Interface Function		
ELCO SW	External Lighting Controller Software		
ELMF	Electrical Load Management Function		
ELS	Exterior Light System		
ELT	Emergency Locator Transmitter		
EM	Electronic Module		
EMA	Electro-Mechanical Actuator		
EMCU	Electrical Motor Control Unit		
EMER	Emergency		
EMK	Emergency Medical Kit		
EMP	Electric Motor Pump		
ENG	Engine		
EPR	Engine Pressure Ratio		
EPCU	External Power Control Unit		
EPDC	Electrical Power Distribution Center		
EPSU	Emergency Power Supply Unit		
EQPT	Equipment		
ERAI	Emergency Ram Air Inlet		
ESBF	Electrical System BITE Function		
ESS	Essential		
ETACS	External and Taxiing Aid Camera System		
ETOPS	Extended Range Twin Engine Aircraft Operations		
EU	European Union		
EXP	ETOPS eXit Point		
F			
F/O	First Officer		
FADEC	Full Authority Digital Engine Control		
FANS	Future Air Navigation System		
FAP	Flight/Forward Attendant Panel		
FAK	First Aid Kit		
FC	Failure Condition		
FCDC	Flight Control Data Concentrator		
FCGS	Flight Control and Guidance System		

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
FCOM	Flightcrew Operating Manual		
FCRC	Flightcrew Rest Compartment		
FCRM	Flight Control Remote Module		
FCTM	Flightcrew Technique Manual		
FCU	Flight Control Unit		
FCV	Flow Control Valve		
FD	Flight Director		
FDIU	Flight Data Interface Unit		
FDU	Fire Detection Unit		
FDR	Flight Data Recorder		
FE	Flight Envelope		
FEDC	Fire Extinguisher Data Converter		
FES	Fire Extinguishing System		
FESRA	Fire, Explosion, and Smoke Risk Analysis		
FG	Flight Guidance		
FL	Flight Level		
FLS	FMS Landing System		
FM	Flight Management		
FMA	Flight Mode Annunciator		
FMB	Flow Metered Bottle		
FMC	Flight Management Computer		
FME	Flow Metering Equipment		
FMS	Flight Management System		
FO	First Officer		
FOB	Fuel on Board		
FOD	Foreign Object Damage		
FOHE	Fuel/Oil Heat Exchanger		
FPEEPMS	Floor-Proximity Emergency-Escape Path-Marking System		
F-PLN	Flight Plan		
FPMS	Floor Path Marking System		
FQ	Fuel Quantity		
FQI	Fuel Quantity Indication		
FQMS	Fuel Quantity and Management System		
FSN	Fleet Serial Number		
FSOV	Fire Shutoff Valve		
FTIS	Fuel Tank Inerting System		
FWS	Flight Warning System		
FWD	Forward		
FZFG	Freezing Fog		
G			
G/S	Glide Slope		
GBCT	Ground Brake Cooling Time		
GCU	Generator Control Unit		
GDO	Ground Door Opening		
GDOP	Ground Door Opening Panel		
GEN	Generator		
GFLI	Ground Fuel Level Indicator		
GLA	Gust Load Alleviation		
GLS	Ground Based Augmentation System (GBAS) Landing System		

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
GNSS	Global Navigation Satellite System		
GPU	Ground Power Unit		
GPS	Global Positioning System		
GPWS	Ground Proximity Warning System		
GW	Gross Weight		
GWCG	Gross Weight Center of Gravity		
H			
HCF	Heading Control Function		
HCU	Head-Up Combiner Unit		
HERTO	High Energy Rejected Takeoff		
HF	High Frequency		
HI	High		
HID	High Intensity Discharge		
HLS	High Lift System		
HMCA	Hydraulic Monitoring and Control Application		
HP	High Pressure		
HPTCC	High Pressure Turbine Case Cooling		
HRB	High Rated Bottle		
HSMU	Hydraulic System Monitoring Unit		
HUD	Head-Up Display		
I			
IAS	Indicated Airspeed		
ICP	Integrated Control Panel		
IFE	In-Flight Entertainment		
IFEC	In-Flight Entertainment Center		
IFR	Instrument Flight Rules		
IGGS	Inert Gas Generation System		
ILS	Instrument Landing System		
IMA	Integrated Modular Avionics		
INTMT	Intermittent		
IP	Intermediate Pressure		
IPTCC	Intermediate Pressure Turbine Case Cooling		
IR	Inertial Reference		
IRS	Inertial Reference System		
ISA	International Standard Atmosphere		
ISDU	Inertial Sensor Display Unit		
ISIS	Integrated Standby Instrument System		
J			
JFGW	Jettison Final Gross Weight		
K			
KCCU	Keyboard and Cursor Control Unit		
L			
L/G	Landing Gear		
LAF	Load Alleviation Function		
LATC	Live Animal Transportation Calculation Tool		
LDCC	Lower Deck Cargo Compartment		
LED	Light Emitting Diode		
LEDU	List of Effective Documentary Units		

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ACRONYM	DEFINITION		
LG	Landing Gear		
LGCIS	Landing Gear Control Interface System		
LGERS	Landing Gear Extension and Retraction System		
LGMS	Landing Gear Monitoring System		
LIE	Lightening Indirect Effect		
LOC	Localizer		
LOM	List Of Modifications		
LP	Low Pressure		
LPGC	Low Pressure Ground Cart		
LGCIS	Landing Gear Control Interface System		
LGERS	Landing Gear Extension and Retraction System		
LGMS	Landing Gear Monitoring System		
LIE	Lightening Indirect Effect		
LOC	Localizer		
LOM	List Of Modifications		
LP	Low Pressure		
LPGC	Low Pressure Ground Cart		
LS	Landing System		
LVDT	Linear Variable Differential Transducer		
LW	Landing Weight		
M			
MAC	Mean Aerodynamic Chord		
MAINT	Maintenance		
MCA	Maintenance Central Access		
MAN	Manual		
MEA	Minimum Enroute Altitude		
MECH	Mechanics		
MEL	Minimum Equipment List		
MES	Main Engine Start		
MFD	Multipurpose Flight Display		
MFP	Multifunction Probe		
MLA	Maneuver Load Alleviation		
MLG	Main Landing Gear		
MLS	Microwave Landing System		
MLW	Maximum Landing Weight		
MM	Maintenance Message		
MMEL	Master Minimum Equipment List		
MMO	Maximum Operating Mach		
MMR	Multi-Mode Receiver		
MNPS	Minimum Navigation Performance Specification		
MOD	Modification		
MON	Monitoring		
MORA	Minimum On-Route Altitude		
MP	Modification Proposal		
MPC	Maximum Passenger Capacity		
MPZC	Maximum Permitted Zone Capacity		
MSA	Minimum Safe Altitude		
MTS	Mixer Temperature Sensor		

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ACRONYM	DEFINITION		
N			
N ₁	Engine Low Pressure Rotor Speed		
N ₂	Engine Intermediate Pressure Rotor Speed		
N ₃	Engine High Pressure Rotor Speed		
N/A	Not Applicable		
NAA	National Aviation Authority		
NAV	Navigation		
NAVAIDS	Navigation Aids		
NBSELV	Normal Brake Selector Valve		
NEF	Nonessential Equipment and Furnishings		
ND	Navigation Display		
NDU	Navigation Display Unit		
NLG	Nose Landing Gear		
NRV	Negative Relief Valve		
NSV	Normal Servo Valve		
NWS	Nose Wheel Steering		
O			
OAT	Outside Air Temperature		
OCL	Oceanic Clearance		
OCU	Outflow Valve Control Unit		
ODMS	Oil Debris Monitoring System		
OEI	One Engine Inoperative		
OFV	Outflow Valve		
OHDC	Over Heat Detection Card		
OIS	Onboard Information System		
OMT	Onboard Maintenance Terminal		
OPS	Operations		
ORV	Overpressure Relief Valve		
OSFC	Open-World Server Function Cabinet		
OVRD	Override		
P			
P/N	Part Number		
PA	Passenger Address		
PAX	Passenger		
pb	Push Button		
pb-sw	Push Button Switch		
PBE	Portable Breathing Equipment		
PBSELV	Park Brake Selector Valve		
PCU	Power Control Unit		
PDF	Portable Document Format		
PDMMF	Power Distribution Monitoring and Maintenance Function		
PDS	Pack Discharge Temperature Sensor		
PED	Portable Electronic Device		
PERF	Performance		
PF	Pilot Flying		
PFCS	Primary Flight Control System		
PFD	Primary Flight Display		
PFDU	Primary Flight Display Unit		
PFR	Post-Flight Report		

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ACRONYM	DEFINITION		
PFS	Pack Flow Sensor		
PFTU	Pedal Feel Trim Unit		
PHC	Probes Heat Computer		
PLD	Partial Lift Dumping		
PLT	Pre-Land Test		
PLV	Pressure Limiting Valve		
PM	Pilot Monitoring		
PRA	Particular Risk Analysis		
PRAM	Pre-Recorded Announcement and Music Reproducer		
PRIM	PRIMary Flight Control and Guidance Computer		
PRSOV	Pressure Regulation and Shut Off Valve		
PRV	Pressure Regulation Valve		
PSU	Power Supply Unit		
Q			
QNH	Sea Level Atmospheric Pressure		
QRH	Quick Reference Handbook		
R			
RA	Radio Altitude		
RAT	Ram Air Turbine		
RBCU	Remote Braking Control Unit		
RCCB	Remote Control Circuit Breaker		
RGAU	Rate Gyro-Accelerometer Unit		
RH	Right Hand		
RMP	Radio Management Panel		
RNAV	Area Navigation		
RNP	Required Navigation Performance		
RNP-AR	Required Navigation Performance with Authorization Required		
ROP	Runway Overrun Protection		
ROW	Runway Overrun Warning		
RSVR	Reservoir		
RTO	Rejected Takeoff		
RTOW	Rejected Takeoff Weight		
RVSM	Reduced Vertical Separation Minimum		
S			
SAT	Static Air Temperature		
SATCOM	Satellite Communication		
SB	Service Bulletin		
SCI	Secure Communication Interface		
SD	System Display		
SDU	System Display Unit		
SEC	SECondary Flight Control Computer		
SELCAL	Selective Call		
SFCC	Slat/Flap Control Computer		
SFD	Standby Flight Display		
SID	Standard Instrument Departure		
SLS	Satellite Landing System		
SND	Standby Navigation Display		
SOH	Summary of Highlights		
SOP	Standard Operating Procedure		

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
SPD	Speed		
SPDB	Secondary Power Distribution Box		
SPP	Software Pin Programing		
SPU	Starter Power Unit		
SSA	System Safety Assessment		
SSPC	Solid State Power Contactor		
STAR	Standard Terminal Arrival Route		
STBY	Standby		
SURV	Surveillance		
SYS	System		
T			
TAC	Taxiing Aid Camera		
TACKV	Trim Air non-return Check Valve		
TACS	Taxiing Aid Camera System		
TAPRV	Trim Air Pressure Regulating Valve		
TAPS	Trim Air Pressure Sensor		
TAS	True Airspeed		
TASOV	Trim Air Shutoff Valve		
TAT	Total Air Temperature		
TAV	Trim Air Valve		
TAWS	Terrain Awareness and Warning System		
TCAS	Traffic Alert and Collision Avoidance System		
TCS	Temperature Control System		
TCV	Temperature Control Valve		
THR	Thrust		
THS	Trimmable Horizontal Stabilizer		
TOC	Table of Contents		
TOGA	Takeoff/Go Around		
TOS	Takeoff Securing		
TOW	Takeoff Weight		
TPIC	Tire Pressure Indicating Computer		
TPIS	Tire Pressure Indicating System		
TR	Transformer Rectifier Unit		
TSM	Trouble Shooting Manual		
TTL	Taxi, Takeoff, and Landing		
TWDC	Tank Wall Data Concentrator		
U			
UCV	Unpressurized Compartment Ventilation		
UERF	Uncontained Engine Rotor Failure		
ULD	Unit Load Device		
UTC	Universal Coordinated Time		
V			
V ₁	Critical Engine Failure Speed		
V ₂	Takeoff Safety Speed		
V/S	Vertical Speed		
VAC	Voltage Alternating Current		
VAPP	Approach Speed		
VC	Variable Camber		
VCC	Video Control Center		

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LIST OF ACRONYMS			
ACRONYM	DEFINITION		
VCRU	Vapor Cycle Refrigeration Unit		
VCS	Ventilation Control System		
VD	Vertical Display		
VENT	Ventilation		
VFE	Maximum Speed for each Flap Configuration		
VFG	Variable Frequency Generator		
VFR	Visual Flight Rules		
VHF	Very High Frequency		
VIGV	Variable Inlet Guide Vane		
VLE	Max Landing Gear Extended Speed		
VMC	Visual Meteorological Conditions		
VMCA	Minimum Control Speed in Flight		
VMCG	Minimum Control Speed on Ground		
VMO	Maximum Operating Speed		
VMU	Minimum Unstick Speed		
VOZC	Volatile Organic Compound and Ozone Converter		
VOR	VHF Omnidirectional Range		
VQAR	Virtual Quick Access Recorder		
VR	Rotation Speed		
VS	Reference Stalling Speed		
VTP	Vertical Tail Plane		
W			
W&ES	Wing and Engine Scan (lights)		
W	Weight		
WBBC	Weight and Balance Backup Computation		
WBS	Weight and Balance System		
WD	Warning Display		
WDU	Warning Display Unit		
WETS	Water Extractor Temperature Sensor		
WIPS	Wing Ice Protection System		
WRDC	Wheel Remote Data Concentrator		
WTB	Wing Tip Brake		
WV	Weight Variant		
WX	Weather		
X			
XML	Extensible Markup Language		

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MMEL TABLE KEY							
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		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-01	AIR Overhead Panel						
21-01-01	PACK 1(2) pb-sw FAULT light						
21-01-01A		C	2	0	One or both may be inoperative.		
21-01-02	PACK 1(2) pb-sw OFF light						
21-01-02A		C	2	0	One or both may be inoperative.		
21-01-03	RAM AIR pb-sw ON light						
21-01-03A		C	1	0	May be inoperative.		
21-01-04	HOT AIR 1(2) pb-sw FAULT light						
21-01-04A		C	2	0	One or both may be inoperative.		
21-01-05	HOT AIR 1(2) pb-sw OFF light						
21-01-05A		C	2	0	One or both may be inoperative.		
21-01-06	CKPT HI VENT pb-sw ON light				Deleted, Revision 2.		
21-01-07	WINDSHIELD DEFOG pb-sw ON light						
21-01-07A		C	1	0	May be inoperative.		
21-01-31	AIR FLOW selector						
21-01-31A		C	1	0	(O) May be inoperative.		

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MMEL TABLE KEYSYSTEM &
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-02	CABIN PRESS Overhead Panel					
21-02-01	CABIN ALT MODE pb-sw MAN light					
21-02-01A		C	1	0	(O) May be inoperative.	
21-02-02	CABIN V/S MODE pb-sw MAN light					
21-02-02A		C	1	0	(O) May be inoperative.	
21-02-03	DITCHING pb-sw ON light					
21-02-03A		C	1	0	(O) May be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-03	CARGO AIR COND Overhead Panel						
21-03-01	BULK HEATER pb-sw FAULT light						
21-03-01A		C	1	0	May be inoperative.		
21-03-02	BULK HEATER pb-sw OFF light						
21-03-02A		C	1	0	May be inoperative.		
21-03-03	BULK ISOL VALVES pb-sw FAULT light						
21-03-03A		C	1	0	May be inoperative.		
21-03-04	BULK ISOL VALVES pb-sw OFF light						
21-03-04A		C	1	0	May be inoperative.		
21-03-05 ***	FWD ISOL VALVES pb-sw FAULT light (Aircraft with MP L41091/ MOD 100333)						
21-03-05A		C	1	0	May be inoperative.		
21-03-06 ***	FWD ISOL VALVES pb-sw OFF light (Aircraft with MP L41091/ MOD 100333)						
21-03-06A		C	1	0	May be inoperative.		

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-03	CARGO AIR COND Overhead Panel					
21-03-07 ***	AFT ISOL VALVES pb-sw FAULT light (Aircraft with MP L41093/ MOD 100335)					
21-03-07A		C	1	0	May be inoperative.	
21-03-08 ***	AFT ISOL VALVES pb-sw OFF light (Aircraft with MP L41093/ MOD 100335)					
21-03-08A		C	1	0	May be inoperative.	

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MMEL TABLE KEY							
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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-04	VENT Overhead Panel						
21-04-01	COOLG pb-sw FAULT light						
21-04-01A		D	1	0	May be inoperative.		
21-04-02	COOLG pb-sw OFF light						
21-04-02A		D	1	0	May be inoperative.		
21-04-03	CAB FANS pb-sw OFF light						
21-04-03A		C	1	0	May be inoperative.		
21-04-04	AVNCS EXTRACT pb-sw FAULT light						
21-04-04A		C	1	0	May be inoperative.		
21-04-05	AVNCS EXTRACT pb-sw OVRD light						
21-04-05A		C	1	0	May be inoperative.		

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MMEL TABLE KEY						
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				2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS OR EXCEPTIONS		
21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
21-05	AIR MAINTENANCE Overhead Panel					
21-05-01 ***	GND COOLG AVNCS pb-sw OFF light (Aircraft with MP L41095/ MOD 100336)					
21-05-01A		D	1	0	May be inoperative.	

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-07	Indications on SD pages					
21-07-01	Indications on the <u>BLEED</u> SD page					
21-07-01-01	Pack Temperature Monitoring on the <u>BLEED</u> SD page					
21-07-01-01A		C	4	0	One or more may be inoperative.	
21-07-01-02	Pack Valve Position Monitoring on the <u>BLEED</u> SD page					
21-07-01-02A		C	2	0	(O) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the <u>BLEED</u> SD page.	

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MMEL TABLE KEY							
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				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-07	Indications on SD pages						
21-07-03	Indications on the <u>COND</u> SD page						
21-07-03-01	Hot Air Valve Position Monitoring on the <u>COND</u> SD page						
21-07-03-01A		C	2	0	(O) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the <u>BLEED</u> SD page.		
21-07-03-02	Cockpit Temperature Monitoring on the <u>COND</u> SD page						
21-07-03-02A		D	1	0	(O) May be inoperative.		
21-07-03-03	Cabin Zone Temperature Monitoring on the <u>COND</u> SD page						
21-07-03-03A		D	–	0	(O) One or more may be inoperative.		

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-09	Dispatch Messages					
21-09-01	AIR OVHT ON FUEL INERTING 1(2) Message				Deleted, Revision 2.	
21-09-02	AIR PACK 1(2) REGUL DEGRADED Message					
21-09-02A		C	—	—	One or both may be displayed on the <u>DISPATCH</u> page.	
21-09-03	AIR PRESS LO ON FUEL INERTING 1(2) Message				Deleted, Revision 2.	

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-09	Dispatch Messages					
21-09-04	CAB PRESS ABNORMAL LEAKAGE Message					
21-09-04A		C	–	–	May be displayed on the <u>DISPATCH</u> page.	
21-09-05	CAB PRESS MAN CTL DEGRADED Message					
21-09-05A		D	–	–	May be displayed on the <u>DISPATCH</u> page.	

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		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-20	Distribution						
21-20-01	Fan Automatic Shutoff Control						
21-20-01A		A	-	0	One or more may be inoperative for 10 consecutive calendar-days.		
21-20-02	Mixer Pressure Sensor						
21-20-02A	One or two sensors inoperative	D	4	2	One or two may be inoperative.		
21-20-02B	Three sensors inoperative	C	4	1	Three may be inoperative.		
21-20-03	Ventilation Control Redundancy						
21-20-03A		C	1	0	May be inoperative.		
21-20-04	Ventilation Local Control Redundancy						
21-20-04A		C	1	0	May be inoperative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-21	Cabin Fresh/Recirculated AIR Distribution						
21-21-01	Cabin Fan						
21-21-01A	One cabin fan inoperative	D	4	3	One may be inoperative.		
21-21-01B	Two cabin fans inoperative (Aircraft without MP L41091/ MOD 100333)	C	4	2	(O) Two may be inoperative provided that: 1) Both air conditioning packs are checked operative, and 2) Both engine bleed air systems are operative.		
21-21-01C	Two cabin fans inoperative (Aircraft with MP L41091/ MOD 100333)	C	4	2	(O) Two may be inoperative provided that: 1) Both air conditioning packs are checked operative, and 2) Both engine bleed air systems are operative, and 3) The FWD TEMP REGUL selector is set to OFF.		
21-21-02	Cabin Fan Monitoring						
21-21-02A		C	1	0	May be inoperative.		
21-21-03	Cabin Filter Clogged						
21-21-03A		A	4	0	One or more may be clogged for 30 consecutive calendar-days.		

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-22	Cockpit Air Distribution					
21-22-01	Cockpit Individual Valve					
21-22-01A		D	6	0	One or more may be inoperative.	
21-22-02	Cockpit HI VENT Valve				Deleted, Revision 2.	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-23	Compartment Air Extraction						
21-23-01	Lavatory and Galley Extraction System						
21-23-01A	Lavatory and galley extraction system inoperative	C	-	0	(O) May be inoperative.		
21-23-01B	Lavatory and galley extraction system operative only in flight	C	-	0	(M)(O) May be inoperative provided that: 1) The affected lavatory and galley isolation valve is deactivated in the open position, and 2) Both engine bleed air systems are operative, and 3) Both air conditioning packs are checked operative, and 4) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the <u>DISPATCH</u> page, and 5) One avionics extraction fan is operative.		
21-23-02	Lavatory and Galley Extraction Fan						
21-23-02A		C	-	0	(O) May be inoperative.		

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		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-23	Compartment Air Extraction						
21-23-03	Lavatory and Galley Isolation Valve						
21-23-03A	Lavatory and galley isolation valve inoperative in the closed position	C	-	0	May be inoperative in the closed position.		
21-23-03B	Lavatory and galley isolation valve deactivated in the closed position	C	-	0	(M) May be inoperative provided that the lavatory and galley isolation valve is deactivated in the closed position.		
21-23-03C	Lavatory and galley isolation valve inoperative in the open position	C	-	0	(O) May be inoperative in the open position provided that: 1) Both engine bleed air systems are operative, and 2) Both air conditioning packs are checked operative, and 3) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the <u>DISPATCH</u> page, and 4) One avionics extraction fan is operative.		

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-25	Unpressurized Compartments Ventilation					
21-25-01	Pack Bay Ventilation					
21-25-01A		C	2	1	(O) One may be inoperative.	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-26	Avionics Equipment Ventilation						
21-26-01	Avionics Backup Valve						
21-26-01A	One avionics backup valve inoperative in the open position and opposite avionics backup valve operative	C	2	1	One may be inoperative in the open position provided that the opposite avionics backup valve is operative.		
21-26-01B	One avionics backup valve inoperative and deactivated in the open position and opposite avionics backup valve operative	C	2	1	(M) One may be inoperative provided that: 1) The affected avionics backup valve is deactivated in the open position, and 2) The opposite avionics backup valve is operative.		
21-26-01C	Both avionics backup valves inoperative in the open position	A	2	0	Both may be inoperative in the open position for three flights.		
21-26-01D	Both avionics backup valves inoperative and deactivated in the open position	A	2	0	(M) Both may be inoperative for three flights provided that both avionics backup valves are deactivated in the open position.		

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		4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-02	Avionics Blowing Degraded					
21-26-02A	One avionics blowing degraded	C	2	1	(O) One may be degraded provided that: 1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 2) The APU ECON MODE is not used.	
21-26-02B	Both avionics blowing degraded	A	2	0	(O) Both may be degraded for three flights provided that: 1) Both air conditioning packs are checked operative, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.	

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21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
21-26	Avionics Equipment Ventilation					
21-26-03	Avionics Blowing Fan					
21-26-03A	One avionics blowing fan inoperative	C	2	1	(O) One may be inoperative provided that: 1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 2) The APU ECON MODE is not used.	
21-26-03B	Both avionics blowing fans inoperative	A	2	0	(O) Both may be inoperative for three flights provided that: 1) Both air conditioning packs are checked operative, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.	

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		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-26	Avionics Equipment Ventilation						
21-26-04	Avionics Blowing System						
21-26-04A	One avionics blowing system inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected backup valve is deactivated in the open position, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.		
21-26-04B	Both avionics blowing systems inoperative	A	2	0	(M)(O) Both may be inoperative for three flights provided that: 1) Both backup valves are deactivated in the open position, and 2) Both air conditioning packs are operative, and 3) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 4) The APU ECON MODE is not used.		
21-26-05	Avionics Cooling Effect Detector						
21-26-05A	One avionics cooling effect detector inoperative	C	2	1	One may be inoperative.		
21-26-05B	Both avionics cooling effect detectors inoperative	A	2	0	Both may be inoperative for three flights.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-26	Avionics Equipment Ventilation						
21-26-06	Avionics Extraction Fan						
21-26-06A	One avionics extraction fan inoperative	C	2	1	One may be inoperative.		
21-26-06B	Both avionics extraction fans inoperative	B	2	0	(O) Both may be inoperative provided that: 1) The AVNCS EXTRACT pb-sw is set to OVRD, and 2) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.		
21-26-07	Avionics Fan Monitoring						
21-26-07A		C	1	0	May be inoperative.		
21-26-08	Avionics Filter Clogged						
21-26-08A		A	2	0	One or both may be clogged for 30 consecutive calendar-days.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-26	Avionics Equipment Ventilation						
21-26-09	Avionics Inboard Valve						
21-26-09A	Avionics inboard valve inoperative in the open position	C	1	0	May be inoperative in the open position provided that one avionics extraction fan is operative.		
21-26-09B	Avionics inboard valve deactivated in the open position	C	1	0	(M) May be inoperative provided that: 1) The avionics inboard valve is deactivated in the open position, and 2) One avionics extraction fan is operative.		
21-26-09C	Avionics inboard valve deactivated in the closed position	C	1	0	(M)(O) May be inoperative provided that: 1) The avionics inboard valve is deactivated in the closed position, and 2) The AVNCS EXTRACT pb-sw is set to OVRD, and 3) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.		
21-26-10	Avionics Overboard Valve Big Flap Redundancy						
21-26-10A		D	1	0	May be inoperative.		

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		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-26	Avionics Equipment Ventilation						
21-26-11	Avionics Overboard Valve Big Flap						
21-26-11A	Avionics overboard valve big flap inoperative in the closed position	C	1	0	May be inoperative in the closed position.		
21-26-11B	Avionics overboard valve big flap set and checked in the closed position	B	1	0	(O) May be inoperative provided that: 1) The AVNCS EXTRACT pb-sw is set to OVRD, and 2) The avionics overboard valve big flap is checked in the closed position.		
21-26-11C	Avionics overboard valve big flap inoperative in the open position	C	1	0	(O) May be inoperative in the open position provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized, and 3) Alternate procedures are established and used for ground deicing.		
21-26-12	Avionics Overboard Valve Small Flap						
21-26-12A	Avionics overboard valve small flap inoperative in the closed position	C	1	0	(O) May be inoperative in the closed position provided that the FWD outflow valve is checked operative.		
21-26-12B	Avionics overboard valve small flap inoperative in the open position	C	1	0	(O) May be inoperative in the open position provided that alternate procedures are established and used for ground deicing.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-01	BULK Cargo Compartment Extraction Fan						
21-28-01A		C	1	0	(O) May be inoperative.		
21-28-02	BULK Cargo Compartment Isolation Valve						
21-28-02A	BULK cargo compartment isolation valve inoperative in the closed position	C	2	0	(O) One or both may be inoperative in the closed position.		
21-28-02B	BULK cargo compartment isolation valve deactivated in the closed position	C	2	0	(M)(O) One or both may be inoperative provided that the affected valve is deactivated in the closed position.		
21-28-02C	BULK cargo compartment isolation valve inoperative in the open position	C	2	0	(O) One or both may be inoperative in the open position provided that procedures are established and used to ensure the BULK cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		

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				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-03	BULK Cargo Compartment Extraction Fan Shutoff Control						
21-28-03A	BULK ISOL VALVES pb-sw set to ON	A	1	0	May be inoperative for 10 consecutive calendar-days.		
21-28-03B	BULK ISOL VALVES pb-sw set to OFF	C	1	0	(O) May be inoperative provided that the BULK ISOL VALVES pb-sw is set to OFF.		
21-28-04	Bulk Cargo Compartment Extraction Fan Monitoring						
21-28-04A		C	1	0	May be inoperative.		
21-28-05 ***	FWD Cargo Compartment Extraction Fan (Aircraft with MP L41091/ MOD 100333)						
21-28-05A		D	1	0	(O) May be inoperative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-06 ***	FWD Cargo Compartment Isolation Valve (Aircraft with MP L41091/ MOD 100333)						
21-28-06A	FWD cargo compartment isolation valve inoperative in the closed position	D	–	0	(O) One or more may be inoperative in the closed position.		
21-28-06B	FWD cargo compartment isolation valve deactivated in the closed position	D	–	0	(M)(O) One or more may be inoperative provided that the affected FWD cargo compartment isolation valve is deactivated in the closed position.		
21-28-06C	FWD cargo compartment isolation valve inoperative in the open position	C	–	0	(O) One or more may be inoperative in the open position provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.		
NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.							

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-07 ***	FWD Cargo Compartment Extraction Fan Shutoff Control (Aircraft with MP L41091/ MOD 100333)						
21-28-07A	FWD ISOL VALVES pb-sw set to ON	A	1	0	May be inoperative for 10 consecutive calendar-days.		
21-28-07B	FWD ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the FWD ISOL VALVES pb-sw is set to OFF.		
21-28-08 ***	FWD Cargo Compartment Cold Air Valve (Aircraft with MP L41091/ MOD 100333)						
21-28-08A		D	1	0	(M)(O) May be inoperative provided that the cold air valve is deactivated in the closed position.		
21-28-09 ***	FWD Cargo Compartment Cold Air Valve Regulation (Aircraft with MP L41091/ MOD 100333)						
21-28-09A		C	1	0	May be inoperative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-10 ***	AFT Cargo Compartment Extraction Fan (Aircraft with MP L41093/ MOD 100335)						
21-28-10A		D	1	0	(O) May be inoperative.		
21-28-11 ***	AFT Cargo Compartment Isolation Valve (Aircraft with MP L41093/ MOD 100335)						
21-28-11A	AFT cargo compartment isolation valve inoperative in the closed position	D	3	0	(O) One or more may be inoperative in the closed position.		
21-28-11B	AFT cargo compartment isolation valve deactivated in the closed position	D	3	0	(M)(O) One or more may be inoperative provided that the affected AFT cargo compartment valve is deactivated in the closed position.		
21-28-11C	AFT cargo compartment isolation valve inoperative in the open position	C	3	0	(O) One or more may be inoperative in the open position provided that procedures are established and used to ensure the AFT cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.		
NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.							

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-12 ***	AFT Cargo Compartment Extraction Fan Shutoff Control (Aircraft with MP L41093/ MOD 100335)						
21-28-12A	AFT ISOL VALVES pb-sw set to on	A	1	0	May be inoperative for 10 consecutive calendar-days.		
21-28-12B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the AFT ISOL VALVES pb-sw is set to OFF.		
21-28-13 ***	AFT Cargo Compartment Extraction Fan Monitoring (Aircraft with MP L41093/ MOD 100335)						
21-28-13A	AFT ISOL VALVES pb-sw set to on	C	1	0	May be inoperative.		
21-28-13B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the AFT ISOL VALVES pb-sw is set to OFF.		

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		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-29	Commercial Equipment Ventilation						
21-29-01 ***	IFE Bay Ventilation (Aircraft with MP L41208/ MOD 100618)						
21-29-01A		D	1	0	(O) May be inoperative.		
21-29-02 ***	IFE Bay Isolation (Aircraft with MP L41208/ MOD 100618)						
21-29-02A	IFEC pb-sw set to ON	C	1	0	May be inoperative.		
21-29-02B	IFEC pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the IFEC pb-sw is set to OFF.		
21-29-03 ***	PAX BBAND Ventilation (Aircraft with MP L41209/ MOD 100606)						
21-29-03A		D	1	0	(O) May be inoperative.		
21-29-04 ***	PAX BBAND Isolation (Aircraft with MP L41209/ MOD 100606)						
21-29-04A	PAX BBAND pb-sw set to ON	C	1	0	May be inoperative.		
21-29-04B	PAX BBAND pb-sw set to OFF	D	1	0	(O) May be inoperative provided that the PAX BBAND pb-sw is set to OFF.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-29	Commercial Equipment Ventilation						
21-29-05 ***	IFE Bypass Valve (Aircraft with MP L41210/ MOD 100367)						
21-29-05A	IFE bypass valve inoperative in the closed position	D	1	0	May be inoperative in the closed position.		
21-29-05B	IFE bypass valve deactivated in the closed position	D	1	0	(M) May be inoperative provided that it is deactivated in the closed position.		
21-29-05C	IFE bypass valve inoperative in the open position	D	1	0	(O) May be inoperative in the open position.		
21-29-06 ***	Commercial Equipment Ventilation Extraction Fan						
21-29-06A	One commercial equipment ventilation extraction fan inoperative	D	2	1	One may be inoperative.		
21-29-06B	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568)	D	2	0	(O) Both may be inoperative.		
21-29-06C	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568, L60272/ MOD 100672, and L60273/ MOD 100673)	D	2	0	(O) Both may be inoperative provided that the CCRC temperature control is considered inoperative. Refer to Item 21-60-05, Crew Rest Compartment Temperature Control.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-29	Commercial Equipment Ventilation						
21-29-07 ***	Commercial Equipment Ventilation Extraction Fan Monitoring (Aircraft with MP L41193/ MOD 100568)						
21-29-07A	IFEC pb-sw and PAX BBAND pb-sw set to ON	C	1	0	May be inoperative.		
21-29-07B	IFEC pb-sw and PAX BBAND pb-sw set to OFF	D	1	0	(O) May be inoperative provided that: 1) The IFEC pb-sw is set to OFF, and 2) The PAX BBAND pb-sw is set to OFF.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-31	Pressure Control and Monitoring						
21-31-01	Automatic Cabin Pressure Control Redundancy						
21-31-01A		C	1	0	May be inoperative.		
21-31-02	Automatic Cabin Pressure Control						
21-31-02A	One automatic cabin pressure control inoperative and CABIN ALT MODE operative	C	2	1	(M)(O) One may be inoperative provided that: 1) The other automatic cabin pressure control is checked operative, and 2) The manual CABIN ALT MODE is checked operative.		
21-31-02B	One automatic cabin pressure control inoperative and manual CABIN V/S MODE operative	C	2	1	(M)(O) One may be inoperative provided that: 1) The other automatic cabin pressure control is checked operative, and 2) The manual CABIN V/S MODE is checked operative.		
21-31-02C	Both automatic cabin pressure controls inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized, and 3) The manual cabin pressure control is checked operative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-31	Pressure Control and Monitoring						
21-31-03	Cabin Pressure Sensor of Automatic Cabin Pressure Control (OCU COM section)						
21-31-03A	One sensor inoperative and manual CABIN ALT MODE operative	C	2	1	(O) One may be inoperative provided that the manual CABIN ALT MODE is checked operative.		
21-31-03B	One sensor inoperative and manual CABIN V/S MODE operative	C	2	1	(O) One may be inoperative provided that the manual CABIN V/S MODE is checked operative.		
21-31-04	Manual Cabin Pressure Control						
21-31-04A		C	1	0	(M) May be inoperative provided that: 1) The manual cabin pressure control is deactivated, and 2) Both automatic cabin pressure controls are checked operative.		
21-31-05	Manual CABIN ALT MODE						
21-31-05A	Both automatic cabin pressure control systems operative	C	1	0	(M)(O) May be inoperative provided that both automatic cabin pressure controls are checked operative.		
21-31-05B	Only one automatic cabin pressure control system operative	C	1	0	(M)(O) May be inoperative provided that: 1) The remaining automatic cabin pressure control is checked operative, and 2) The manual CABIN V/S MODE is checked operative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-31	Pressure Control and Monitoring						
21-31-06	Manual CABIN V/S MODE						
21-31-06A		C	1	0	May be inoperative.		
21-31-07	Overpressure Relief Valve						
21-31-07A	Overpressure relief valve inoperative in the closed position	C	1	0	(M)(O) May be inoperative in the closed position provided that: 1) Both automatic cabin pressure controls are checked operative, and 2) Both outflow valves are operative.		
21-31-07B	Overpressure relief valve inoperative in the open position	C	1	0	(O) May be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized.		
21-31-08	Outflow Valve Backup Control						
21-31-08A		C	2	0	(M) One or both may be inoperative provided that the affected OCU backup motor driver is deactivated.		

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21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
21-31	Pressure Control and Monitoring					
21-31-09	Outflow Valve Control					
21-31-09A		C	2	1	(M)(O) One may be inoperative provided that: 1) The OCU COM/MON section and OCU backup motor driver are deactivated on the affected side, and 2) The affected outflow valve is deactivated in the closed position, and 3) The other automatic cabin pressure control is checked operative, and 4) The manual cabin pressure control is checked operative, and 5) The other outflow valve is checked operative.	
21-31-10	Negative Relief Valve					
21-31-10A		C	1	0	(O) May be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized.	
21-31-11	Emergency Ram Air Test					
21-31-11A	Both air conditioning packs operative	C	1	0	(O) The emergency ram air test may be inoperative provided that both air conditioning packs are operative.	
21-31-11B	Emergency ram air inlet checked operative	C	1	0	(M) The emergency ram air test may be inoperative provided that the emergency ram air inlet is checked operative before each flight.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-01	Air Conditioning Pack				Deleted, Revision 2.	
21-50-02	Pack 1 Valve					
21-50-02A	One pack 1 valve inoperative in the closed position	C	2	1	One may be inoperative in the closed position.	
21-50-02B	One pack 1 valve deactivated in the closed position	C	2	1	(M) One may be inoperative provided that it is deactivated in the closed position.	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-50	Air Cooling						
21-50-03	Pack 2 Valve						
21-50-03A	One pack 2 valve inoperative in the closed position	C	2	1	One may be inoperative in the closed position.		
21-50-03B	One pack 2 valve deactivated in the closed position	C	2	1	(M) One may be inoperative provided that it is deactivated in the closed position.		
21-50-04	Pack Flow Sensor						
21-50-04A	One pack flow sensor inoperative on one or both packs	C	4	2	One may be inoperative on each pack.		
21-50-05	Pack Temperature Regulation						
21-50-05A		C	2	1	(O) One may be inoperative provided that the opposite air conditioning pack is operative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-50	Air Cooling						
21-50-06	Pack Temperature Control Valve						
21-50-06A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected pack temperature control valve is deactivated in the closed position, and 2) The opposite air conditioning pack is operative.		
21-50-07	Pack Ram Air Inlet Door						
21-50-07A	Pack ram air inlet door inoperative in the open position	C	2	0	(O) One or both may be inoperative in the open position provided that alternate procedures are established and used for ground deicing.		
21-50-07B	Pack ram air inlet door deactivated in the open position	C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected pack ram air inlet door is deactivated in the open position, and 2) Alternate procedures are established and used for ground deicing.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-50	Air Cooling						
21-50-08	Pack Ram Air Outlet Door						
21-50-08A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected pack ram air outlet door is deactivated in the open position, and 2) Alternate procedures are established and used for ground deicing.		
21-50-09	Pack Control Channel						
21-50-09A	One pack control channel inoperative on one or both packs	C	4	2	(O) One may be inoperative on each pack provided that the closure function of both associated pack valves is checked operative on the <u>BLEED</u> SD page.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-50	Air Cooling						
21-50-10	Pack Communication Redundancy						
21-50-10A	One pack communication redundancy inoperative	C	2	1	One may be inoperative.		
21-50-10B	Both pack communication redundancies inoperative	C	2	0	Both may be inoperative provided that the AIR PACK CTL REDUNDANCY message is not displayed on the DISPATCH page.		
21-50-11	Pack Control Redundancy						
21-50-11A		C	1	0	(O) May be inoperative provided that all pack control channels are operative.		
21-50-12	Pack Regulation Redundancy						
21-50-12A		A	2	0	One or both may be inoperative for 40 consecutive calendar-days.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-55	Emergency Air Supply						
21-55-01	Emergency Ram Air Inlet						
21-55-01A	Emergency ram air inlet inoperative in the fully open position	C	1	0	(O) May be inoperative in the fully open position provided that alternate procedures are established and used for ground deicing.		
21-55-01B	Emergency ram air inlet inoperative in the closed or any intermediate position	C	1	0	(M)(O) May be inoperative provided that: 1) The emergency ram air inlet is deactivated in the fully open position, and 2) Alternate procedures are established and used for ground deicing.		

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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
21-58	Supply on Fuel Inerting					
21-58-01	Fuel Inerting Inlet Valve				Deleted, Revision 2.	
21-58-02	Fuel Inerting Inlet Valve Flap				Deleted, Revision 2.	

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-58	Supply on Fuel Inerting					
21-58-03	Fuel Inerting Ram Air Outlet Flap				Deleted, Revision 2.	
21-58-04	Fuel Inerting Temperature Control Valve				Deleted, Revision 2.	
21-58-05	Fuel Inerting Turbine Valve				Deleted, Revision 2.	
21-58-06	Fuel Inerting Redundancy					
21-58-06A		A	1	0	May be inoperative for 40 consecutive calendar-days.	

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-59	Supplemental Cooling					
21-59-01	VCRU Overheat Protection					
21-59-01A		D	—	0	(M) One or more may be inoperative provided that the affected VCRU is deactivated.	
21-59-02	CDM Overheat Protection					
21-59-02A		D	—	0	(M) One or more may be inoperative provided that the affected CDM is deactivated.	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-60	Temperature Control						
21-60-01	Hot Air System						
21-60-01A		C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.		
21-60-02	Hot Air Valve						
21-60-02A	Hot air valve inoperative in the closed position	C	2	0	(O) One or both may be inoperative in the closed position provided that alternate procedures are established and used.		
21-60-02B	Affected hot air valve deactivated in the closed position	C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected hot air valve is deactivated in the closed position, and 2) Alternate procedures are established and used.		
21-60-03	Hot Air Valve Pressure Regulation						
21-60-03A	All pack control channels operative	C	2	0	(O) One or both may be inoperative provided that all pack control channels are operative.		
21-60-03B	Associated hot air valve deactivated in the closed position	C	2	0	(M)(O) One or both may be inoperative provided that: 1) The associated hot air valve is deactivated in the closed position, and 2) Alternate procedures are established and used.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-60	Temperature Control						
21-60-04	Cockpit and Cabin Temperature Control						
21-60-04A	One or more cockpit and cabin temperature controls inoperative	C	–	0	(M)(O) One or more may be inoperative. NOTE: Application of the maintenance procedure, to deactivate the failed trim air valve in one of the predefined positions, is only necessary in the case of cockpit/cabin discomfort.		
21-60-04B	One or more cockpit and cabin temperature controls inoperative and deactivated closed	C	–	0	(M)(O) One or more may be inoperative provided that the affected trim air valve is deactivated in the closed position.		
21-60-05	Crew Rest Compartment Temperature Control						
21-60-05A	CRC temperature control inoperative	C	–	0	(M)(O) May be inoperative provided that procedures do not require its use. NOTE: Application of the maintenance procedure, in order to deactivate the failed trim air valve in one of the three predefined positions, is only necessary when the comfort impact is judged as not acceptable.		
21-60-05B	CRC temperature control inoperative and deactivated closed	C	–	0	(M)(O) One or both may be inoperative provided that: 1) The affected trim air valve is deactivated in the closed position, and 2) Procedures do not require its use.		
21-60-05C	Affected CRC locked closed and not occupied	D	–	0	May be inoperative provided that: 1) The affected compartment is locked closed and is placarded inoperative, and 2) Procedures do not require its use.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-60	Temperature Control						
21-60-06 ***	FWD Cargo Temperature Control (Aircraft with MP L41091/ MOD 100333)						
21-60-06A		D	1	0	(O) May be inoperative.		
21-60-07 ***	FWD Cargo Trim Air Valve (Aircraft with MP L41091/ MOD 100333)						
21-60-07A	Hot air valves closure function operative	C	1	0	(O) May be inoperative provided that the closure function of both hot air valves is checked operative on the <u>COND</u> SD page.		
21-60-07B	FWD cargo trim air valve deactivated in closed position	D	1	0	(M)(O) May be inoperative provided that FWD cargo trim air valve is deactivated in the closed position.		
21-60-08	BULK Cargo Heater						
21-60-08A	BULK HEATER pb-sw set to OFF	C	1	0	(O) May be inoperative provided that the BULK HEATER pb-sw is set to OFF.		
21-60-08B	BULK cargo heater deactivated	D	1	0	(M)(O) May be inoperative provided that the BULK cargo heater is deactivated.		
21-60-09	Cabin Temperature Selection on FAP						
21-60-09A		C	1	0	(O) May be inoperative.		
21-60-10	Temperature Regulation Redundancy						
21-60-10A		A	1	0	May be inoperative for 40 consecutive calendar-days.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-60	Temperature Control						
21-60-11	Aft Galley Heater						
21-60-11A		D	1	0	(M) May be inoperative provided that it is deactivated.		
21-60	Temperature Control						
21-60-12 ***	FWD Cargo Overheat Detection (Aircraft with MP L41091/ MOD 100333)						
21-60-12A	Both pack 1 control channels operative	C	1	0	(O) May be inoperative provided that both control channels of air conditioning pack 1 are operative.		
21-60-12B	FWD cargo trim air valve deactivated in the closed position	D	1	0	(M)(O) May be inoperative provided that the FWD cargo trim air valve is deactivated in the closed position.		

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-09	Dispatch Messages					
22-09-01	FUEL CG DATA DISAGREE < 13% Message					
22-09-01A		C	—	—	May be displayed on the <u>DISPATCH</u> page.	
22-09-02	FUEL CG DATA DISAGREE > 13% Message					
22-09-02A		C	—	—	(O) May be displayed on the <u>DISPATCH</u> page provided that approach minimums do not require its use.	
22-09-04	F/CTL PRIMs PIN PROG DISAGREE Message					
22-09-04A		C	—	—	(O) May be displayed on the <u>DISPATCH</u> page.	

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-10	AP/FD						
22-10-01	AP						
22-10-01A	One AP inoperative	C	2	1	(O) One may be inoperative provided that approach minimums do not require its use.		
22-10-01B	Both APs inoperative	B	2	0	(O) Two may be inoperative provided that: 1) Approach minimums do not require their use, and 2) Enroute operations do not require their use, and 3) Number of flight legs and flight leg duration is acceptable to the flightcrew.		
22-10-02	AP/FD						
22-10-02A		C	2	1	(O) One may be inoperative provided that approach minimums do not require its use.		
22-10-03	Sidesticks and Rudder Pedal Locking Devices in AP Mode						
22-10-03A	One locking device inoperative	C	3	2	(O) One may be inoperative unlocked provided that autoland procedures are not conducted.		
22-10-03B	Two or more locking devices inoperative	C	3	0	(O) Two or more may be inoperative unlocked provided that the AP is considered inoperative. Refer to Item 22-10-01, AP.		

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-10	AP/FD						
22-10-04	AUTO LAND light						
22-10-04A	One AUTO LAND light inoperative	C	2	1	(O) One may be inoperative provided that the other AUTO LAND light is checked operative.		
22-10-04B	Both AUTO LAND lights inoperative	C	2	0	(O) Both may be inoperative provided that autoland procedures are not conducted.		
22-10-05	LAND 3 DUAL Approach and Landing Capability						
22-10-05A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.		
22-10-06	LAND 3 SINGLE Approach and Landing Capability						
22-10-06A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.		
22-10-07	AUTOLAND Approach and Landing Capability						
22-10-07A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.		

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-10	AP/FD						
22-10-08	Automatic Roll Out Function						
22-10-08A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.		
22-10-09	Go-Around Soft Function						
22-10-09A		C	1	0	(O) May be inoperative.		
22-10-10	AP/FD TCAS Mode						
22-10-10A		C	1	0	(O) May be inoperative.		
22-10-11	RNP AR Capability Downgraded						
22-10-11A		C	1	0	(O) May be downgraded provided that approach minimums do not require its use.		
22-10-12	RNP AR Capability						
22-10-12A		C	1	0	(O) May be inoperative provided that RNP AR procedures are not conducted.		
22-10-13 ***	GLS AUTOLAND Approach and Landing Capability						
22-10-13A		C	1	0	(O) May be inoperative provided that approach minimums do not require its use.		

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		4. REMARKS OR EXCEPTIONS				
22. AUTOFLIGHT						
Sequence No.	Item	1	2	3	4	Change Bar
22-10	AP/FD					
22-10-14	AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)					
22-10-14A		C	1	0	(O) May be inoperative.	
22-10-15	EMER DESCENT pb (Aircraft with MP L41838/ MOD 109178)					
22-10-15A		C	1	0	(O) May be inoperative.	
22-10-16	EMER DESCENT pb light (Aircraft with MP L41838/ MOD 109178)					
22-10-16A		C	1	0	May be inoperative.	

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		4. REMARKS OR EXCEPTIONS				
22. AUTOFLIGHT						
Sequence No.	Item	1	2	3	4	Change Bar
22-30	Autothrust					
22-30-01	Autothrust					
22-30-01A		C	1	0	(O) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) All the thrust lever position sensors are checked operative, and 3) Approach minimums do not require its use.	
22-30-02	Autothrust Instinctive Disconnect pb					
22-30-02A		C	2	0	(O) One or both may be inoperative provided that the disconnection function of the autothrust is checked operative.	

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				4. REMARKS OR EXCEPTIONS			
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-60	Flight Envelope						
22-60-01	Weight and Balance Backup Redundancy						
22-60-01A		C	2	1	One may be inoperative.		
22-60-02	Reactive Windshear						
22-60-02A	Predictive windshear function inoperative	B	1	0	(O) May be inoperative provided that alternate procedures are established and used.		
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.		
22-60-02B	Predictive windshear function operative	C	1	0	(O) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Predictive windshear function operates normally.		

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22. AUTOFLIGHT						
Sequence No.	Item	1	2	3	4	Change Bar
22-70	Flight Management (FM)					
22-70-01	Flight Management Computer					
22-70-01A	One FMC inoperative	C	3	2	(O) One may be inoperative.	
22-70-01B	Two FMCs inoperative with two ISIS installed (Aircraft with MP L41149/ MOD 100366)	B	3	1	(O) Two may be inoperative provided that: 1) Both ISIS are operative, and 2) The FMS selector is operative.	
22-70-02	FMS Selector					
22-70-02A	All FMCs operative	C	1	0	(O) May be inoperative provided that: 1) All FMCs are operative, and 2) Enroute operations and approach minimums do not require its use.	
22-70-02B	Two FMCs operative (Aircraft with MP L41149/ MOD 100366)	B	1	0	(O) May be inoperative provided that: 1) Two FMCs are operative, and 2) Enroute operations and approach minimums do not require its use.	
22-70-03	FMS Navigation Database				Deleted, Revision 2.	

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-80	AFS Control Panel						
22-80-01	AFS Control Panel						
22-80-01A		A	1	0	(O) May be inoperative for 3 consecutive calendar-days.		
22-80-02	AFS Control Panel and the MFD FCU BKUP of the CAPT						
22-80-02A		A	2	0	(O) Both may be inoperative for 3 consecutive calendar-days provided that: 1) The AUTO FLT AFS CTL PNL + F/O BKUP CTL message is not displayed on the <u>DISPATCH</u> page, and 2) The scroll wheel of one KCCU is operative.		
22-80-03	AFS Control Panel and the MFD FCU BKUP of the F/O						
22-80-03A		A	2	0	(O) Both may be inoperative for 3 consecutive calendar-days provided that: 1) The AUTO FLT AFS CTL PNL + CAPT BKUP CTL message is not displayed on the <u>DISPATCH</u> page, and 2) The scroll wheel of one KCCU is operative.		
22-80-04	AFS Control Panel AP pb						
22-80-04A		C	2	0	(O) One or both may be inoperative.		
22-80-05	AFS Control Panel A/THR pb						
22-80-05A		C	1	0	(O) May be inoperative.		

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-80	AFS Control Panel						
22-80-06	AFS Control Panel FD pb						
22-80-06A		C	1	0	(O) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.		
22-80-07	AFS Control Panel LOC pb						
22-80-07A		C	1	0	(O) May be inoperative.		
22-80-08	AFS Control Panel ALT pb						
22-80-08A		C	1	0	(O) May be inoperative.		
22-80-09	AFS Control Panel APPR pb						
22-80-09A		C	1	0	(O) May be inoperative.		
22-80-10	AFS Control Panel Heading/Track Selection knob						
22-80-10A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.		

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		4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-80	AFS Control Panel						
22-80-11	AFS Control Panel Speed Selection knob						
22-80-11A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.		
22-80-12	AFS Control Panel Altitude Selection knob						
22-80-12A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.		
22-80-13	AFS Control Panel V/S FPA Selection knob						
22-80-13A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that the AFS backup function is checked operative on one MFD FCU BKUP.		
22-80-14	AFS Control Panel Selection Windows						
22-80-14A		C	4	0	(O) One or more may be inoperative.		

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22. AUTOFLIGHT						
Sequence No.	Item	1	2	3	4	Change Bar
22-80	AFS Control Panel					
22-80-15	AFS Control Panel HDG-V/S/TRK-FPA pb					
22-80-15A	One MFD FCU BKUP operative	C	1	0	(O) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.	
22-80-15B	Both MFD FCU BKUP inoperative	C	1	0	May be inoperative provided that the reference is HDG-V/S in the selection windows.	
22-80-16	AFS Control Panel MACH/SPD pb					
22-80-16A		C	1	0	May be inoperative provided that the speed reference is SPD in the SPD/MACH selection window at takeoff.	
22-80-17	AFS Control Panel METER pb					
22-80-17A		C	1	0	(O) May be inoperative.	
22-80-18	AFS Control Panel TRUE/MAG pb					
22-80-18A	One MFD FCU BKUP operative	C	1	0	(O) May be inoperative provided that the AFS function is checked operative on one MFD FCU BKUP.	
22-80-18B	Both MFD FCU BKUP inoperative	C	1	0	May be inoperative provided that the reference is MAG in the heading selection window.	
22-80-19	AFS Control Panel pb light bars					
22-80-19A		D	7	0	One or more may be inoperative.	

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-81	EFIS Control Panel						
22-81-01	EFIS Control Panel						
22-81-01A		C	2	0	(O) One or both may be inoperative.		
22-81-02	EFIS Control Panel Barometric Reference Display Window						
22-81-02A		C	2	0	(O) One or both may be inoperative.		
22-81-03	EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector						
22-81-03A	Associated MFD FCU BKUP operative	C	2	0	(O) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.		
22-81-03B	Associated MFD FCU BKUP inoperative	C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.		
22-81-04	EFIS Control Panel Inner knob of Barometric Reference selector						
22-81-04A		C	2	0	(O) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.		
22-81-05	EFIS Control Panel ND Range selector						
22-81-05A	One selector inoperative	C	2	1	(O) One may be inoperative.		
22-81-05B	Both selectors inoperative	C	2	0	(O) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.		

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-81	EFIS Control Panel						
22-81-06	EFIS Control Panel ND Mode selector						
22-81-06A	One selector inoperative	C	2	1	(O) One may be inoperative.		
22-81-06B	Both selectors inoperative	C	2	0	(O) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.		
22-81-07	EFIS Control Panel VV pb						
22-81-07A		D	2	0	(O) One or both may be inoperative.		
22-81-08	EFIS Control Panel LS pb						
22-81-08A		C	2	0	(O) One or both may be inoperative.		
22-81-09 ***	EFIS Control Panel TAXI pb						
22-81-09A		D	2	0	(O) One or both may be inoperative.		
22-81-10	EFIS Control Panel ND Data Window						
22-81-10A		C	-	0	One or more may be inoperative.		
22-81-11	EFIS Control Panel pb						
22-81-11A		C	-	0	(O) One or more may be inoperative.		

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		4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
22-81	EFIS Control Panel						
22-81-12	EFIS Control Panel WX pb						
22-81-12A	One pb inoperative	C	2	1	One may be inoperative.		
22-81-12B	Both pbs inoperative and one MFD FCU BKUP operative	C	2	0	(O) Both may be inoperative provided that one EFIS backup function is checked operative on one MFD FCU BKUP.		
22-81-12C	Both pbs inoperative and both MFD FCU BKUP inoperative	C	2	0	Both may be inoperative provided that the weather radar is considered inoperative. Refer to Item 34-71-08B, Weather Radar.		
22-81-13	EFIS Control Panel pb light Bars						
22-81-13A		D	-	0	One or more may be inoperative.		

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-82	MFD FCU BKUP					
22-82-01	MFD FCU BKUP					
22-82-01A	One MFD FCU BKUP inoperative	D	2	1	One may be inoperative.	
22-82-01B	Both MFD FCU Backups inoperative	C	2	0	Both may be inoperative.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-01	CVR Overhead Panel					
23-01-01	ERASE pb					
23-01-01A		D	1	0	May be inoperative.	

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
23-02	Maintenance Overhead Panel						
23-02-01 ***	GND HF DATALINK pb-sw OVRD light (Aircraft without MP L42004/ MOD 108299)						
23-02-01		D	1	0	May be inoperative.		
23-02-31 ***	GND HF DATALINK pb-sw (Aircraft without MP L42004/ MOD 108299)						
23-02-31A		D	1	0	(O) May be inoperative provided that: 1) All HF radios are set to VOICE mode on ground, and 2) No HF radio is used during refuel, defuel, or ground fuel transfer.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
23-11	HF System						
23-11-01	HF Voice						
23-11-01A	Any HF in excess of those required	D	-	-	Any in excess of those required by 14 CFR may be inoperative.		
23-11-01B	One HF operative	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided that: 1) Aircraft SATVOICE system operates normally, and 2) SATVOICE services are available as a LRCS over the intended route of flight, and 3) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and 4) Alternate procedures are established and used.		
23-11-02 ***	HF Datalink (Aircraft without MP L42004/ MOD 108299)						
23-11-02A	Alternate procedures for HF datalink use are established and used	C	-	0	(O) May be inoperative provided that alternate procedures are established and used.		
23-11-02B	Procedures do not require use of the HF datalink	D	-	0	(O) May be inoperative provided that procedures do not require its use.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
23-12	VHF System						
23-12-01	VHF Voice						
23-12-01A		C	3	2	One may be inoperative provided that the COM VHF EMER SUPPLY message is not displayed on the <u>DISPATCH</u> page.		
23-12-02	VHF 3 Datalink						
23-12-02A	Procedures do not require the use of the VHF datalink for ATC communication	D	1	0	(O) May be inoperative provided that procedures do not require the use of the VHF datalink for ATC communication.		
23-12-02B	Alternate procedures are established and used for ATC communication	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for ATC communication.		
23-12-03	VHF Emergency Redundancy						
23-12-03A		D	1	0	May be inoperative.		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-21	Datalink					
23-21-01	Datalink					
23-21-01A	Procedures do not require the use of the ATC datalink	D	1	0	(O) May be inoperative provided that procedures do not require the use of the ATC datalink.	
23-21-01B	Alternate procedures are established and used for ATC communication	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for ATC communication.	

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
23-28	Satellite Communication						
23-28-01	SATCOM						
23-28-01A	Alternate procedures for SATCOM use are established and used	C	1	0	(O) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) Alternate procedures are established and used.		
23-28-01B	Procedures do not require SATCOM use	D	1	0	(O) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) Procedures do not require its use.		
23-28-02	SATCOM Voice						
23-28-02A	Alternate procedures for SATCOM Voice use are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.		
23-28-02B	Procedures do not require SATCOM Voice use	D	1	0	(O) May be inoperative provided that procedures do not require its use.		
23-28-03	SATCOM Datalink						
23-28-03A		D	1	0	(O) May be inoperative provided that procedures do not require its use.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
23-51	Audio Integrating and Voice Command Systems						
23-51-01	SELCAL Function						
23-51-01A	Alternate procedures for SELCAL function are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.		
23-51-01B	Procedures do not require SELCAL function use	D	1	0	May be inoperative provided that procedures do not require its use.		
23-51-02	MECH Interphone Function						
23-51-02A		B	1	0	(O) May be inoperative provided that alternate procedures are established and used.		
23-51-03	Ground External Horn						
23-51-03A		C	1	0	(O) May be inoperative provided that: 1) The APU condition is continuously monitored in the cockpit during APU operation on ground, and 2) The avionics ventilation is continuously monitored in the cockpit when the aircraft is electrically supplied on ground.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
23-51	Audio Integrating and Voice Command Systems						
23-51-04	Captain Audio Function						
23-51-04A		C	1	0	(O) May be inoperative provided that: 1) RMP 1 is set to OFF, and 2) RMP 3 is operative and used by the captain.		
23-51-05	First Officer Audio Function						
23-51-05A		C	1	0	(O) May be inoperative provided that: 1) RMP 2 is set to OFF, and 2) RMP 3 is operative and used by the first officer.		
23-51-06	Third Occupant Audio Function	A	1	0	May be inoperative provided that: 1) RMP 1 and 2 are operative, and 2) Third occupant seat is considered inoperative, and 3) Repairs are made within 2 flight days.		
23-51-07	Cockpit Loudspeaker						
23-51-07A	One or two loudspeakers inoperative	C	4	2	One or two may be inoperative.		
23-51-07B	Three loudspeakers inoperative	C	4	1	(O) Three may be inoperative provided that the captain and first officer wear a boomset for the entire flight.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
23-51	Audio Integrating and Voice Command Systems						
23-51-08	Boomset						
23-51-08A	Microphone inoperative on required boomset	A	-	0	May be inoperative provided that: 1) Associated hand microphone is installed and operates normally, and 2) Repairs are made within 3 flight days.		
23-51-08B	Earphones/headphones inoperative on required boomset	C	-	1	May be inoperative provided that an associated flight deck speaker operates normally.		
23-51-08C	Any boomset active noise canceling/reduction function inoperative	D	-	0	Any active noise canceling/reduction function may be inoperative provided that normal audio function of boomset is operative.		
23-51-08D	Any boomset in excess of those required	D	-	-	Any boomset or boomset component in excess of those required by 14 CFR may be inoperative.		
23-51-09	Hand Microphone						
23-51-09A	Associated boom microphone operative	C	-	0	May be inoperative provided that associated boom microphone operates normally.		
23-51-09B	Any hand microphone in excess of those required	D	-	-	Any in excess of those required by 14 CFR may be inoperative.		

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23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
23-51	Audio Integrating and Voice Command Systems					
23-51-10	Sidestick PTT sw					
23-51-10A	Sidestick PTT sw inoperative in the open position	C	2	0	One or both may be inoperative in the open (non-transmitting) position provided that the INT/RAD switch on the associated RMP is operative.	
23-51-10B	Sidestick PTT sw inoperative in the closed position	C	2	0	(M) One or both may be inoperative provided that: 1) INT/RAD switch on the associated RMP is operative, and 2) Affected sidestick PTT sw is deactivated in the open position.	
23-51-11 ***	Glareshield PTT pb					
23-51-11A	Glareshield PTT pb inoperative in the open position	D	2	0	One or both may be inoperative in the open (non-transmitting) position.	
23-51-11B	Glareshield PTT pb inoperative in the closed position	D	2	0	(M) One or both may be inoperative provided that the affected glareshield PTT pb is deactivated in the open position.	
23-51-12 ***	Fourth Occupant ACP					
23-51-12A		D	1	0	May be inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-52	Radio and Audio Management Panels (RMP)					
23-52-01	RMP					
23-52-01A		C	3	2	(O) One may be inoperative.	
23-52-02	RMP Key					
23-52-02A		C	-	-	One or more may be inoperative.	
23-52-03	RMP Reception Knob					
23-52-03A		C	-	-	One or more may be inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-71	Cockpit Voice Recorder (CVR)					
23-71-01	CVR					
23-71-01A		A	1	0	May be inoperative provided that: 1) Flight Data Recorder (FDR) operates normally, and 2) Repairs are made within 3 flight days.	

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23. COMMUNICATIONS					
Sequence No.	Item	1	2	3	4
23-75	External Video System				
23-75-01	Taxiing Aid Camera				
23-75-01A		D	2	0	One or both may be inoperative.

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-01	ELEC Overhead Panel						
24-01-01	APU GEN pb-sw FAULT light						
24-01-01A		C	1	0	May be inoperative.		
24-01-02	APU GEN pb-sw OFF light						
24-01-02A		C	1	0	May be inoperative.		
24-01-03	BAT 1(2)(EMER 1(2)) pb-sw FAULT light						
24-01-03A		C	4	0	One or more may be inoperative.		
24-01-04	BAT 1(2)(EMER 1(2)) pb-sw OFF light						
24-01-04A		C	4	0	One or more may be inoperative.		
24-01-05	BUS TIE pb-sw OFF light						
24-01-05A		C	1	0	May be inoperative.		
24-01-06	COMMERCIAL 1(2) pb-sw OFF light						
24-01-06A		C	2	0	One or both may be inoperative.		
24-01-07	DRIVE 1A(1B)(2A)(2B) pb FAULT light						
24-01-07A		C	4	0	One or more may be inoperative.		
24-01-08	DRIVE 1A(1B)(2A)(2B) pb DISC light						
24-01-08A		C	4	0	One or more may be inoperative.		
24-01-09	ELM pb-sw FAULT light						
24-01-09A		C	1	0	May be inoperative.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-01	ELEC Overhead Panel						
24-01-10	ELM pb-sw OFF light						
24-01-10A		C	1	0	May be inoperative.		
24-01-11	EXT 1 (2) pb AVAIL light						
24-01-11A		C	2	0	(O) One or both may be inoperative.		
24-01-12	EXT 1(2) pb AUTO light						
24-01-12A		C	2	0	One or both may be inoperative.		
24-01-13	GALLEY pb-sw OFF light						
24-01-13A		C	1	0	May be inoperative.		
24-01-14	GEN 1A(1B)(2A)(2B) pb-sw FAULT light						
24-01-14A		C	4	0	One or more may be inoperative.		
24-01-15	GEN 1A(1B)(2A)(2B) pb-sw OFF light						
24-01-15A		C	4	0	One or more may be inoperative.		
24-01-16	PAX SYS pb-sw ISOL light						
24-01-16A		C	1	0	May be inoperative.		
24-01-17	PAX SYS pb-sw OFF light						
24-01-17A		C	1	0	May be inoperative.		
24-01-18	SIDE 1&2 pb-sw ISOL light						
24-01-18A		C	1	0	May be inoperative.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-01	ELEC Overhead Panel						
24-01-31	BUS TIE pb-sw						
24-01-31A	OFF position inoperative	C	1	0	The OFF position of the BUS TIE pb-sw may be inoperative provided that all the AC main generations are operative.		
24-01-31B	AUTO position inoperative	C	1	0	(O) The AUTO position of the BUS TIE pb-sw may be inoperative provided that: 1) All the AC main generations are operative, and 2) ETOPS is not conducted.		
24-01-32	GALLEY pb-sw						
24-01-32A		C	1	0	(O) May be inoperative.		
24-01-33	PAX SYS pb-sw						
24-01-33A		C	1	0	(O) May be inoperative.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-02	CABIN Overhead Panel						
24-02-01 ***	PAX PERS ELEC SPLY pb-sw OFF light						
24-02-01A		C	1	0	May be inoperative.		
24-02-31 ***	PAX PERS ELEC SPLY pb-sw						
24-02-31A		D	1	0	May be inoperative.		

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-03	EMER ELEC PWR Overhead Panel					
24-03-01	EMER GEN FAULT light					
24-03-01A		C	1	0	May be inoperative.	

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-04	Maintenance Overhead Panel						
24-04-01	BAT Overhead Panel						
24-04-01-01	BAT 1(2) Voltage Indication						
24-04-01-01A		C	2	0	(O) One or both may be inoperative.		
24-04-01-02	BAT EMER 1(2) Voltage Indication						
24-04-01-02A		C	2	0	(M)(O) One or both may be inoperative provided that the charge of the affected emergency battery is checked before each flight.		

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-04	Maintenance Overhead Panel					
24-04-02	ELEC Overhead Panel					
24-04-02-01	REMOTE C/B CTL pb-sw ON light					
24-04-02-01A		C	1	0	May be inoperative.	

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24. ELECTRICAL POWER						
Sequence No.	Item	1	2	3	4	Change Bar
24-04	Maintenance Overhead Panel					
24-04-03	TOWING ON BAT POWER Overhead Panel					
24-04-03-01	TOWING ON BAT POWER pb ON light					
24-04-03-01A		C	1	0	May be inoperative.	
24-04-03-31	TOWING ON BAT POWER pb					
24-04-03-31A		C	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

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24-07	Indications on the ELEC AC SD page					
24-07-01	APU GEN Indications on the <u>ELEC AC</u> SD page					
24-07-01A		C	3	0	One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the <u>ELEC AC</u> SD page.	

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-09	Dispatch Messages						
24-09-01	ELEC BOTH RAT HEATERS ON Message						
24-09-01A	Both RAT heaters remain on	A	-	-	May be displayed on the DISPATCH page for five flights.		
24-09-01B	One RAT heater deactivated	D	-	-	(M) May be displayed on the DISPATCH page provided that one rat heater is deactivated.		
24-09-02	ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message						
24-09-02A		A	-	-	(O) On each engine, one may be displayed on the DISPATCH page for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01, AC Main Generation – Drive.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-09	Dispatch Messages						
24-09-03	ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message						
24-09-03A	Oil level checked adequate	C	-	-	(M) All may be displayed provided that the oil level of the affected VFG is checked adequate before each flight.		
24-09-03B	Drive not disconnected	A	-	-	One may be displayed on the DISPATCH page for one flight.		
24-09-03C	Drive disconnected	A	-	-	(O) On each engine, one may be displayed on the DISPATCH page for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01, AC Main Generation – Drive.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-22	AC Main Generation						
24-22-01	AC Main Generation – Drive						
24-22-01A	One drive inoperative and associated drive disconnected	A	4	3	(O) One may be inoperative for 35 flight-hours provided that: 1) The affected drive is checked disconnected, and 2) At least one AC main generation on each engine have no message displayed on the DISPATCH page, and 3) For ETOPS beyond 120 minutes, the APU and AC auxiliary generation are operative, and 4) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and 5) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-22	AC Main Generation						
24-22-01	AC Main Generation – Drive (Cont'd)						
24-22-01B	Two drives inoperative: one drive disconnected and one drive not disconnected	A	4	2	(O) One may be inoperative on each engine for 35 flight-hours provided that: 1) One affected drive is not disconnected and the associated GEN 1A(1B)(2A)(2B) pb-sw is set to OFF, and 2) The AC main generation 1B is operative, and 3) The other affected drive is checked disconnected, and 4) There is no message displayed on the <u>DISPATCH</u> page for the operative AC main generation, and 5) The APU GEN pb-sw is set to OFF for landing and takeoff, and 6) For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and 8) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the <u>DISPATCH</u> page, and 9) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the <u>APU SD</u> page.		
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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-22	AC Main Generation						
24-22-01	AC Main Generation – Drive (Cont'd)						
24-22-01C	Two drives inoperative and associated drives disconnected	A	4	2	(O) One may be inoperative on each engine for 35 flight-hours provided that: 1) Both affected drives are checked disconnected, and 2) The AC main generation 1B is operative, and 3) There is no message displayed on the <u>DISPATCH</u> page for the operative AC main generation, and 4) The APU GEN pb-sw is set to OFF for landing and takeoff, and 5) For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and 6) For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the <u>DISPATCH</u> page, and 8) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the <u>APU SD</u> page.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-22	AC Main Generation						
24-22-02	AC Main Generation – Generator						
24-22-02A	One generator inoperative	C	4	3	(O) One may be inoperative provided that: 1) The associated drive is not disconnected, and 2) The associated GEN 1A(1B)(2A)(2B) pb-sw is set to OFF, and 3) At least one AC main generation on each engine have no message displayed on the <u>DISPATCH</u> page, and 4) For ETOPS beyond 120 minutes, the APU and AC auxiliary generation are operative, and 5) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the <u>DISPATCH</u> page, and 6) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the <u>APU</u> SD page.		
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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-22	AC Main Generation						
24-22-02	AC Main Generation – Generator (Cont'd)						
24-22-02B	Two generators inoperative	C	4	2	(O) One may be inoperative on each engine provided that: 1) The associated drives are not disconnected, and 2) The AC main generation 1B is operative, and 3) The associated GEN 1A(1B)(2A)(2B) pb-sw are set to OFF, and 4) There is no message displayed on the <u>DISPATCH</u> page for the operative AC main generation, and 5) The APU GEN pb-sw is set to OFF for takeoff and landing, and 6) For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and 8) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the <u>DISPATCH</u> page, and 9) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the <u>APU SD</u> page.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-22	AC Main Generation						
24-22-03	Drive Oil Filter Monitoring						
24-22-03A	No check of the drive oil filter	A	4	2	One may be inoperative on each engine for three flights.		
24-22-03B	Check of the drive oil filter	C	4	2	(M) One may be inoperative on each engine provided that the associated oil filter is checked and does not reveal the presence of chips.		
24-22-04	Drive Oil Level Monitoring						
24-22-04A	No check of the drive oil level	A	4	2	One may be inoperative on each engine for three flights.		
24-22-04B	Check of the drive oil level	C	4	2	(M) Two may be inoperative provided that the sight glass of the affected AC main generation shows a correct oil level.		
24-22-05	Drive Oil Pressure Monitoring						
24-22-05A		A	4	2	(O) One may be inoperative on each engine for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01, AC Main Generation – Drive.		

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-23	AC Auxiliary Generation					
24-23-01	AC Auxiliary Generation					
24-23-01A		C	1	0	(O) May be inoperative provided that ETOPS beyond 180 minutes is not conducted.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-24	AC Emergency Generation					
24-24-01	RAT Shedding Redundancy					
24-24-01A		C	1	0	May be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-36	Battery Main Generation						
24-36-01	Battery 1						
24-36-01A	AC main generations 2A and 2B operative	C	1	0	(O) May be inoperative provided that AC main generations 2A and 2B are operative.		
24-36-01B	AC main generation 2A(2B) inoperative	C	1	0	(O) May be inoperative provided that: 1) The APU is operative for ETOPS, and 2) The APU is used in the ETOPS sector.		
24-36-02	Battery 2						
24-36-02A	AC main generations 2A and 2B operative	C	1	0	(O) May be inoperative provided that AC main generations 2A and 2B are operative.		
24-36-02B	AC main generation 2A(2B) inoperative	C	1	0	(O) May be inoperative provided that: 1) The APU is operative for ETOPS, and 2) The APU is used in the ETOPS sector.		

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24. ELECTRICAL POWER						
Sequence No.	Item	1	2	3	4	Change Bar
24-41	AC External Power Control					
24-41-01	EXT PWR 1(2) AVAIL light on the External Power Panel					
24-41-01A		C	2	0	One or both may be inoperative.	
24-41-02	EXT PWR 1(2) NOT IN USE light on the External Power Panel					
24-41-02A		C	2	0	(O) One or both may be inoperative provided that the use of the affected external power is coordinated between the ground and the cockpit.	
24-41-03	External Power Receptacle					
24-41-03A	External power receptacle 1 inoperative	D	2	1	(M) The external power receptacle 1 may be inoperative provided that it is visually inspected and not used.	
24-41-03B	External power receptacle 2 inoperative	C	2	1	(M)(O) The external power receptacle 2 may be inoperative provided that it is visually inspected and not used.	
24-41-03C	Both external power receptacles inoperative	C	2	0	(M)(O) Both may be inoperative provided that both external power receptacles are visually inspected and not used.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-51	230 VAC Distribution					
24-51-01	Auto Transformer Unit 1A(1B)(2A)(2B)					
24-51-01A	External power receptacle 2 operative	C	4	2	One may be inoperative on one or both electrical sides provided that the external power receptacle 2 is operative.	
24-51-01B	External power receptacle 2 inoperative	C	4	2	(O) One may be inoperative on one or both electrical sides.	

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
24-71	Electrical Power Distribution Center						
24-71-01	C/B Monitoring Function						
24-71-01A		C	1	0	(O) May be inoperative provided that the REMOTE C/B CTL ON memo is not displayed on the WD.		
24-71-02	Emergency Distribution Redundancy						
24-71-02A		C	1	0	May be inoperative.		
24-71-03	Load Management						
24-71-03A		C	1	0	May be inoperative provided that the ELM pb-sw is set to OFF.		
24-71-04	Normal Network Management Degraded						
24-71-04A		C	1	0	May be degraded provided that none of the following dispatch messages are displayed: ELEC GEN 1A(1B)(2A)(2B), ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED, ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN.		
24-71-05	Normal Distribution Degraded						
24-71-05A		C	1	0	(M) May be degraded provided that the SSPC cards 4107XZ, 4109XZ, 4111XZ, 4113XZ, 4208XZ, 4210XZ, 4214XZ, and 4216XZ are checked operative.		
24-71-06	Normal Distribution Redundancy						
24-71-06A		C	1	0	May be inoperative.		

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-74	Cabin and Cargo Power Distribution					
24-74-01	Cabin Power Protection Degraded					
24-74-01A		C	1	0	May be degraded.	

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-11	Pilot Seats						
25-11-01	Pilot Seat Manual Vertical Adjustment						
25-11-01A	Associated electrical control operative	D	2	0	One or both may be inoperative provided that the associated electrical control is operative.		
25-11-01B	Associated electrical control inoperative	B	2	0	One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.		
25-11-02	Pilot Seat Backrest Adjustment						
25-11-02A		A	2	0	One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.		
25-11-03	Pilot Seat Lumbar Adjustment						
25-11-03A		D	4	0	One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.		
25-11-04	Pilot Seat Electrical Adjustment						
25-11-04A		D	2	0	(M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.		
25-11-05	Pilot Seat Headrest Adjustment						
25-11-05A		C	2	0	One or both may be inoperative.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-11	Pilot Seats						
25-11-08	Pilot Sidestick Armrest Height Adjustment						
25-11-08A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.		
25-11-09	Pilot Sidestick Armrest Pitch Adjustment						
25-11-09A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.		
25-11-10	Pilot Sidestick Armrest Memory Display Position						
25-11-10A		C	2	0	One or both may be inoperative.		
25-11-11	Pilot Inboard Armrest Pitch Adjustment						
25-11-11A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.		
25-11-12	Pilot Inboard Armrest Translation Adjustment						
25-11-12A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-12	Third Occupant Seat						
25-12-01	Third Occupant Seat						
25-12-01A	Seat available in cabin	A	1	0	May be inoperative provided that: 1) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and 2) Repairs are made within 2 flight days.		
25-12-01B	Fourth occupant seat available	A	1	0	May be inoperative provided that: 1) Fourth occupant's seat is available and acceptable to the FAA inspector for the performance of official duties, and 2) Repairs are made within 2 flight days.		
25-12-01C	Required minimum safety equipment available	A	1	0	May be inoperative provided that: 1) Required minimum safety equipment (oxygen and safety belt) is available, and 2) Seat is acceptable to the FAA inspector for the performance of official duties, and 3) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-12	Third Occupant Seat						
25-12-02	Third Occupant Seat Horizontal Adjustment						
25-12-02A	Seat locked	D	1	0	May be inoperative provided that the seat is locked.		
25-12-02B	Seat not locked and secured	A	1	0	(M) May be inoperative for 2 flight days provided that the seat is secured and not occupied. Refer to Item 25-12-01, Third Occupant Seat.		
25-12-03	Third Occupant Seat Other Adjustments (Vertical, Lumbar, and Recline)						
25-12-03A		D	3	0	One or more may be inoperative provided that the seating position is acceptable to the occupant.		
25-12-04	Third Occupant Seat Headrest Adjustment						
25-12-04A		D	1	0	(M) May be inoperative provided the headrest position is acceptable to the occupant or the headrest is removed.		
25-12-05	Third Occupant Seat Shoulder Harness						
25-12-05A		A	1	0	May be inoperative provided that: 1) Third occupant seat is considered inoperative, and 2) Repairs are made within 2 flight days. Refer to Item 25-12-01, Third Occupant Seat.		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-12	Third Occupant Seat					
25-12-06	Third Occupant Seat Fifth Strap					
25-12-06A		A	1	0	May be inoperative provided that: 1) Third occupant seat is considered inoperative, and 2) Repairs are made within 2 flight days. Refer to Item 25-12-01, Third Occupant Seat.	
25-12-07	Third Occupant Seat Armrest					
25-12-07A		D	2	0	One or both may be inoperative provided that the armrest position is acceptable to the occupant.	

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
25-13	Fourth Occupant Seat					
25-13-01	Fourth Occupant Seat					
25-13-01A		D	1	0	May be inoperative provided that the seat is not occupied.	
25-13-02	Fourth Occupant Seat Shoulder Harness					
25-13-02A		D	1	0	May be inoperative provided that the seat is considered inoperative. Refer to Item 25-13-01, Fourth Occupant Seat.	
25-13-03	Fourth Occupant Seat Fifth Strap					
25-13-03A		D	1	0	May be inoperative provided that the seat is considered inoperative. Refer to Item 25-13-01, Fourth Occupant Seat.	

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-14	Cockpit Equipment						
25-14-01	Pilot Sliding Table						
25-14-01A		C	2	0	(M)(O) One or both may be inoperative in stowed position or removed.		
25-14-02	Pilot Retractable Footrest						
25-14-02A		C	4	0	(M) One or more may be inoperative in stowed position or removed.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-21	Passenger Compartment Seat						
25-21-01	Passengers Seat						
25-21-01A		D	—	—	May be inoperative provided that: 1) Seat does not block an emergency exit, and 2) Seat does not restrict any passenger from access to any aircraft aisle, and 3) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 4: Affected seat(s) located between aisles may require that all seats on affected row(s) be considered inoperative to ensure that there is no restriction of access to both aisles.		
25-21-02	Recline Mechanism						
25-21-02A	Seat back secured in the full upright position	D	—	—	(M) May be inoperative and seat occupied provided that seat back is secured in the full upright position.		
25-21-02B	Seat back immovable in the full upright position	D	—	0	May be inoperative and seat occupied provided that seat back is immovable in full upright position. Refer to Item 25-21-01, Passenger Seat.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-21	Passenger Compartment Seat						
25-21-03	Passenger Seat Belt						
25-21-03A		D	–	0	One or more may be inoperative provided that the associated seat is considered inoperative. Refer to Item 25-21-01, Passenger Seat.		
25-21-04	Passenger Seat Airbag						
25-21-04A		D	–	0	One or more may be inoperative provided that the associated seat is considered inoperative. Refer to Item 25-21-01, Passenger Seat.		
25-21-05	Passenger Seat Armrest						
25-21-05A	Affected seat that requires armrest positioning for Taxi, Takeoff, and Landing	D	–	0	(M) One or more may be inoperative provided that: 1) The affected armrest does not block an emergency exit, and 2) The affected armrest does not restrict any passenger access to the main aisle, and 3) The affected armrest is inoperative in the required position for Taxi, Takeoff, and Landing.		
25-21-05B	Passenger seat considered inoperative	D	–	0	One or more may be inoperative provided that: 1) The affected armrest does not block an emergency exit, and 2) The affected armrest does not restrict any passenger access to the main aisle, and 3) The associated seat is placarded inoperative and is not used. Refer to Item 25-21-01, Passenger Seat.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-21	Passenger Compartment Seat						
25-21-06	Underseat Baggage Restraining Bar						
25-21-06A		C	—	—	(O) One or more may be inoperative provided that: 1) Baggage is not stowed under the associated seat, and 2) The associated seat is placarded “DO NOT STOW BAGGAGE UNDER THIS SEAT”, and 3) Procedures are established to alert Cabin Crew of inoperative restraining bar.		
25-21-07	Passenger Seat Stowage Access Door						
25-21-07A	Affected stowage secured closed	D	—	0	(M) One or more may be damaged or missing provided that: 1) The affected stowage compartment is empty, and 2) The affected stowage compartment access is secured to prevent the use of the stowage.		
25-21-07B	Associated seat considered inoperative	D	—	0	One or more may be damaged or missing provided that the associated seat is considered inoperative. Refer to Item 25-21-01, Passenger Seat.		

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Sequence No.	Item	1	2	3	4	Change Bar
25-21	Passenger Compartment Seat					
25-21-08 ***	Passenger Mini-Suite Taxi, Takeoff, and Landing (TTL) Light					
25-21-08A		C	—	0	(O) May be inoperative and seat occupied provided that alternate procedures are established and used.	
25-21-09 ***	Passenger Mini-Suite Door					
25-21-09A		D	—	0	(M) One or more may be inoperative and seat(s) occupied provided that the affected door(s) is secured in the fully open position or removed.	

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
25-22	Flight Attendant Seat					
25-22-01	Flight Attendant Seat					
25-22-01A	Required flight attendant seats	B	—	—	(M)(O) One seat position or assembly (dual position) may be inoperative provided that: 1) Affected seat position or seat assembly is not occupied, and 2) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, and 3) Alternate procedures are established and used as published in crewmember manuals, and 4) Folding type seat stows automatically or is secured in the retracted position, and 5) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-22	Flight Attendant Seat						
25-22-01	Flight Attendant Seat (Cont'd)						
25-22-01A	Required flight attendant seats (Cont'd)						
						NOTE 3: Individual operators when operating with inoperative seats will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.	
						NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.	
25-22-01B	Excess flight attendant seats	C	—	—		(M) May be inoperative provided that: 1) Affected seat position or seat assembly is not occupied, and 2) Folding type seat stows automatically or is secured in the retracted position.	
						NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.	
						NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-35	Galley Equipment						
25-35-01	Galley/Cabin Waste Compartment Flapper Door						
25-35-01A		C	—	—	(M)(O) One or more may be inoperative or missing provided that: 1) The associated galley/cabin waste compartment is empty, and 2) The associated access is secured to prevent waste introduction, and 3) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-40	Lavatories						
25-40-01	Toilet Waste Compartment Flapper Door						
25-40-01A		C	–	–	(M) May be inoperative provided that: 1) Associated waste container is empty, and 2) Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, and 3) Lavatory is used only by crewmembers, and 4) Lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.		
25-40-02	Exterior Lavatory Ashtray						
25-40-02A	50% or less inoperative	A	–	–	Up to and including 50% may be inoperative or missing for 10 consecutive calendar-days. NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.		
25-40-02B	More than 50% inoperative	A	–	0	More than 50% may be inoperative or missing for 3 consecutive calendar-days. NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-50	Additional Compartments						
25-50-01 ***	Crew Rest Compartment Bunk Bed						
25-50-01A		C	–	0	One or more may be inoperative provided that: 1) Affected bunk bed is placarded inoperative and is not used, and 2) Procedures do not require its use.		
25-50-02 ***	Flightcrew Rest Compartment Seat						
25-50-02A		C	1	0	May be inoperative provided that: 1) Seat is placarded inoperative and is not used, and 2) Procedures do not require its use.		
25-50-03	Decompression Panel between FCRC and Cabin						
25-50-03A		C	1	0	(O) May be damaged or missing provided that: 1) Precaution is taken while accessing or exiting bunk beds, and 2) Procedures do not require use of the FCRC.		
25-50-04	Decompression Panel on CCRC Access Door						
25-50-04A	Panel damaged or missing	D	1	0	May be damaged or missing.		
25-50-04B	Panel inoperative in the closed position	D	1	0	(M) May be inoperative in the closed position provided that the CCRC access sliding door is secured in the open position.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-50	Additional Compartments						
25-50-05	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets						
25-50-05A	Door(s) secured closed	C	–	–	(M) May be inoperative provided that: 1) Procedures are established to secure the affected bin, compartment, or closet in the closed position, and 2) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", and 3) Any emergency equipment located in affected compartment is considered inoperative, and 4) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.		
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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-50	Additional Compartments						
25-50-05	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)						
25-50-05B	Door(s) removed or secured open	C	—	—	(M)(O) May be inoperative provided that: 1) For non-retractable doors, affected door is removed, and 2) For retractable doors, affected door is removed or secured in the retracted (fully open) position, and 3) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, and 4) Affected bin, compartment, or closet is prominently placarded "DO NOT USE" and 5) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and 6) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-50	Additional Compartments					
25-50-06 ***	Storage Compartment Locks					
25-50-06A		D	—	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
25-62	Cabin Escape Facilities					
25-62-01	Slide/Raft					
25-62-01A					Refer to Item 52-10-01, Cabin Door/Slide/Raft.	
25-62-02	SLIDE ARMED light					
25-62-02A		C	8	0	(O) One or more may be inoperative.	
25-62-03 ***	Slide Buzzer					
25-62-03A		D	8	0	One or more may be inoperative.	

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-64	First Aid Equipment						
25-64-01	First Aid Kit (FAK)						
25-64-01A	Any FAK in excess of those required	D	—	—	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.		
25-64-01B	More than one FAK required	A	—	—	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided that: 1) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.		
25-64-02	Emergency Medical Kit (EMK)						
25-64-02A	Any EMK in excess of those required	D	—	—	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.		
25-64-02B	Required EMK	A	—	0	(O) May be incomplete, missing, or inoperative provided that: 1) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.		

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-64	First Aid Equipment					
25-64-03	Automatic External Defibrillator (AED)					
25-64-03A	Any AED in excess of those required	D	—	—	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-64-03B	Required AED	A	—	0	(O) May be incomplete, missing, or inoperative provided that: 1) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.	

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
25-65	Emergency Equipment					
25-65-01	Cockpit Flashlight/Holder					
25-65-01A		D	4	2	One must be operative for each crewmember.	
25-65-02	Cabin Flashlight/Holder					
25-65-02A		D	—	8	One must be operative for each required cabin crewmember.	
25-65-04	Portable Emergency Locator Transmitter					
25-65-04A		D	—	—	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-65-05	Fireproof Gloves					
25-65-05A	Fire gloves 'C' repair interval	C	—	0	One or more may be damaged or missing.	
25-65-05B	Fire gloves 'D' repair interval and procedures do not require their use	D	—	0	One or more may be damaged or missing provided that procedures do not require their use.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-66	Floatation and Survival Equipment					
25-66-01	Life Vest					
25-66-01A		D	—	—	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-66-02 ***	Supplemental Survival Kit					
25-66-02A		A	8	7	One may be inoperative or missing provided that: 1) Associated door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to Item 52-10-01, Cabin Door/Slide/Raft.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-69	Emergency Locator Transmitter (ELT)					
25-69-01	Fixed Emergency Locator Transmitter					
25-69-01A	Any required fixed ELTs that are inoperative	A	—	0	(M) May be inoperative provided that: 1) System is deactivated, and 2) Repairs are made within 90 days.	
25-69-01B	Any required fixed ELTs that are missing	A	—	0	May be missing provided that repairs are made within 90 days.	
25-69-01C	Any in excess of those required that are inoperative	D	—	—	(M) Any in excess of those required by 14 CFR may be inoperative provided that system is deactivated.	
25-69-01D	Any in excess of those required that are missing	D	—	—	Any in excess of those required by 14 CFR may be missing.	

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
25-90	Furnishing and Equipment					
25-90-01	Nonessential Equipment and Furnishings (NEF)					
25-90-01A		—	—	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with an NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document.	
					NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-01	FIRE Overhead Panel						
26-01-01	LED in ENG FIRE pb-sw						
26-01-01A		C	16	8	A maximum of four LEDs in each ENG FIRE pb-sw may be inoperative.		
26-01-02	LED in APU Fire pb-sw						
26-01-02A	A maximum of four LEDs inoperative	C	8	4	A maximum of four LEDs may be inoperative.		
26-01-02B	Five or more LEDs inoperative	C	8	0	Five or more LEDs may be inoperative provided that the APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.		
26-01-03	ENG AGENT pb DISCH light						
26-01-03A		C	4	0	One or more may be inoperative.		
26-01-04	ENG AGENT pb SQUIB light						
26-01-04A		C	4	0	One or more may be inoperative.		
26-01-05	APU AGENT pb DISCH light						
26-01-05A		C	1	0	May be inoperative.		
26-01-06	APU AGENT pb SQUIB light						
26-01-06A		C	1	0	May be inoperative.		
26-01-31	FIRE TEST pb						
26-01-31A		C	1	0	(M) May be inoperative provided that the maintenance fire test is performed before the first MMEL dispatch and then before the first flight of each day.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-02	CARGO SMOKE Overhead Panel						
26-02-01	AGENT TO FWD(AFT) pb SMOKE light						
26-02-01A		A	2	0	One or both may be inoperative for 10 consecutive calendar-days.		
26-02-02	AGENT TO FWD(AFT) pb DISCH light						
26-02-02A		C	2	0	One or both may be inoperative.		
26-02-03	BTL1(2) light (A350-900 Series)						
26-02-03A		C	2	0	One or both may be inoperative.		
26-02-04	BTL1(2)(3) light (A350-1000 Series)						
26-02-04A		C	3	0	One or more may be inoperative.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-03	CABIN SMOKE Overhead Panel						
26-03-01	IFEC pb-sw SMOKE light						
26-03-01A	IFEC available	C	1	0	May be inoperative.		
26-03-01B	IFEC pb-sw set to off	D	1	0	May be inoperative provided that the IFEC pb-sw is set to OFF.		
26-03-02	IFEC pb-sw OFF light						
26-03-02A		C	1	0	May be inoperative.		
26-03-03 ***	PAX BBAND pb-sw SMOKE light						
26-03-03A	PAX BBAND available	C	1	0	May be inoperative.		
26-03-03B	PAX BBAND pb-sw set to OFF	D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.		
26-03-04 ***	PAX BBAND pb-sw OFF light						
26-03-04A		C	1	0	May be inoperative.		

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Sequence No.	Item	1	2	3	4	Change Bar
26-04	MLG BAY Overhead Panel					
26-04-01	MLG BAY FIRE light					
26-04-01A		C	1	0	May be inoperative.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-05	VENT Overhead Panel					
26-05-01	AVNCS SMOKE light					
26-05-01A		C	1	0	May be inoperative.	

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-10	Engine, APU, and MLG Bay and Overhead Detection						
26-10-01	Engine Fire Detection Loop						
26-10-01A		C	4	2	One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.		
26-10-02	APU Fire Detection Loop						
26-10-02A	One APU fire detection loop inoperative	C	2	1	One may be inoperative.		
26-10-02B	Both APU fire detection loops inoperative	C	2	0	(O) Both may be inoperative provided that: 1) APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.		
26-10-03	APU Fire Detection						
26-10-03A		C	1	0	(O) May be inoperative provided that: 1) APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.		
26-10-04	MLG Bay Fire Detection Loop						
26-10-04A		C	2	1	One may be inoperative.		

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		4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-10	Engine, APU, and MLG Bay and Overhead Detection						
26-10-05	Engine Conversion Module Channel						
26-10-05A		C	4	2	(O) One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.		
26-10-06	APU/MLG Bay Conversion Module Channel						
26-10-06A		C	2	1	(O) One may be inoperative.		
26-10-07	Fire Protection Function 1						
26-10-07A		C	1	0	(O) May be inoperative.		
26-10-08	Fire Protection Function 2						
26-10-08A		C	1	0	(O) May be inoperative.		
26-10-09	Fire Protection Function 3						
26-10-09A		C	1	0	(O) May be inoperative.		
26-10-10	Fire Protection Function 4						
26-10-10A		C	1	0	(O) May be inoperative.		
26-10-11	FIRE light on ENGINE MASTER lever						
26-10-11A		C	2	0	One or both may be inoperative.		

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		4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-15	Avionics Compartment Fire and Smoke Detection						
26-15-01	Smoke Detection Redundancy						
26-15-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-15-02	Left Avionics Smoke Detection Redundancy						
26-15-02A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-15-03	Right Avionics Smoke Detection Redundancy						
26-15-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-15-04 ***	IFE Smoke Detection Redundancy						
26-15-04A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-15-05 ***	IFE Smoke Detection						
26-15-05A		D	1	0	May be inoperative provided that the IFEC pb-sw set to OFF.		
26-15-06 ***	PAX BBAND Smoke Detection Redundancy						
26-15-06A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-15-07 ***	PAX BBAND Smoke Detection						
26-15-07A		D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-16	Lower Deck Cargo Compartment Fire and Smoke Detection						
26-16-01	FWD Cargo Smoke Detection Redundancy						
26-16-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-16-02	FWD Cargo Smoke Detection						
26-16-02A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
26-16-03	AFT/BULK Cargo Smoke Detection Redundancy						
26-16-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.		

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26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
26-16	Lower Deck Cargo Compartment Fire and Smoke Detection					
26-16-04	AFT/BULK Cargo Smoke Detection					
26-16-04A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure the AFT/BULK compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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		4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
26-17	Lavatory Fire and Smoke Detection					
26-17-01	Lavatory Smoke Detection					
26-17-01A		C	–	0	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided that: 1) Lavatory waste receptacle is empty, and 2) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and 3) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-18	Cabin Sub-Compartment Fire and Smoke Detection						
26-18-01 ***	FCRC Smoke Detection						
26-18-01A		D	1	0	(O) May be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) The FCRC is not used for storage of for any other purpose, and 3) A procedure is used to periodically check the absence of smoke in the FCRC.		
26-18-02 ***	CCRC Smoke Detection Redundancy						
26-18-02A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-18-03 ***	CCRC Smoke Detection						
26-18-03A		D	1	0	(O) May be inoperative provided that: 1) The CCRC is locked closed and is placarded inoperative, and 2) The CCRC is not used for storage or for any other purpose, and 3) A procedure is used to periodically check the absence of smoke in the CCRC.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-20	Engine and APU Fire Extinguishing						
26-20-01	Engine Fire Extinguishing Bottle Monitoring						
26-20-01A		C	4	0	(M)(O) One or more may be inoperative provided that the associated fire extinguishing bottle is checked to be correctly charged.		
26-20-02	APU Fire Extinguishing Bottle Monitoring						
26-20-02A	APU bottle correctly charged	C	1	0	(M)(O) May be inoperative provided that the APU fire extinguishing bottle is checked to be correctly charged.		
26-20-02B	APU not used	C	1	0	(O) May be inoperative provided that: 1) The APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.		

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		4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
26-20	Engine and APU Fire Extinguishing					
26-20-03	Squib of the APU Fire Extinguishing Bottle					
26-20-03A	One squib inoperative (Aircraft without MP L43487/ MOD 111847)	C	2	1	(M)(O) One may be inoperative provided that the remaining squib is checked operative.	
26-20-03B	One squib inoperative (Aircraft with MP L43487/ MOD 111847)	C	2	1	(O) One may be inoperative.	
26-20-03C	Both squibs inoperative	C	2	0	(O) Both may be inoperative provided that: 1) The APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01, APU Powerplant.	
26-20-04	Squib of the Engine Fire Extinguishing Bottle (Aircraft with MP L43487/ MOD 111847)					
26-20-04A		C	8	4	(O) One on each engine fire extinguishing bottle may be inoperative.	

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		4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-01	FWD Cargo Fire Extinguishing System Redundancy					
26-23-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.	
26-23-02	FWD Cargo Fire Extinguishing System					
26-23-02A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-23-03	AFT/BULK Cargo Fire Extinguishing System Redundancy					
26-23-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.	

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-23	Lower Deck Cargo Compartment Fire Extinguishing						
26-23-04	AFT/BULK Cargo Fire Extinguishing System						
26-23-04A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure the AFT/BULK compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
26-23-05	Cargo Fire Extinguishing System Redundancy						
26-23-05A		A	1	0	May be inoperative for 90 consecutive calendar-days.		
26-23-06	Cargo Fire Extinguishing System						
26-23-06A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		

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				4. REMARKS OR EXCEPTIONS			
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-23	Lower Deck Cargo Compartment Fire Extinguishing						
26-23-07	Cargo Fire Extinguishing System Bottle 1 Squib						
26-23-07A		A	2	1	One may be inoperative for 90 consecutive calendar-days.		
26-23-08	Cargo Fire Extinguishing System Bottle 1						
26-23-08A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
26-23-09	Cargo Fire Extinguishing System Bottle 2 Squib						
26-23-09A		A	2	1	One may be inoperative for 90 consecutive calendar-days.		

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		4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-10	Cargo Fire Extinguishing System Bottle 2					
26-23-10A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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		4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-11	Cargo Fire Extinguishing System Bottle 3 Squib (A350-1000 Series)					
26-23-11A		A	2	1	One may be inoperative for 90 consecutive calendar-days.	
26-23-12	Cargo Fire Extinguishing System Bottle 3 (A350-1000 Series)					
26-23-12A		C	1	0	(O) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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				4. REMARKS OR EXCEPTIONS			
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-24	Portable Fire Extinguisher						
26-24-01	Cabin Portable Fire Extinguisher						
26-24-01A		D	—	—	Any in excess of those required by 14 CFR may be inoperative or missing provided that: 1) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and 2) Required distribution is maintained. NOTE: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.		
26-24-03	CRC Portable Fire Extinguisher						
26-24-03A		D	2	0	One or both may be inoperative and removed or missing provided that: 1) The associated CRC is locked closed and is placarded inoperative, and 2) The associated CRC is not used for storage or for any other purposes. NOTE: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
26-25	Lavatory Fire Extinguishing						
26-25-01	Lavatory Waste Bin Fire Extinguisher						
26-25-01A	Lavatory smoke detection operative	C	–	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided that the associated lavatory smoke detection system operates normally.		
26-25-01B	Lavatory locked closed	C	–	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided that: 1) Lavatory waste receptacle is empty, and 2) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and 3) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.		

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				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-01	F/CTL Overhead Panel						
27-01-01	PRIM pb-sw FAULT light						
27-01-01A		C	3	0	(O) One or more may be inoperative provided that the associated PRIM 1(2)(3) indication is operative on the <u>F/CTL</u> SD page.		
27-01-02	PRIM pb-sw OFF light						
27-01-02A		C	3	0	One or more may be inoperative.		
27-01-03	SEC pb-sw FAULT light						
27-01-03A		C	3	0	(O) One or more may be inoperative provided that the associated SEC 1(2)(3) indication is operative on the <u>F/CTL</u> SD page.		
27-01-04	SEC pb-sw OFF light						
27-01-04A		C	3	0	One or more may be inoperative.		

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-02	RUDDER TRIM Pedestal Panel					
27-02-01	RUDDER TRIM RESET pb					
27-02-01A		C	1	0	(O) May be inoperative provided that the RUDDER TRIM selector is operative.	
27-02-02	RUDDER TRIM selector					
27-02-02A		C	1	0	(O) May be inoperative provided that one AP is operative.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-09	Dispatch Messages						
27-09-01	F/CTL HYD SENSOR Message						
27-09-01A		C	—	—	(M) May be displayed on the <u>DISPATCH</u> page provided that: 1) All the electrical actuators are checked operative, and 2) Hydraulic circuit monitoring by the PRIMs is checked operative.		
27-09-02	F/CTL MOST ACCELEROMETERS Message						
27-09-02A		C	—	—	May be displayed on the <u>DISPATCH</u> page provided that all IRs are operative.		
27-09-03	F/CTL INR FLAPS LOAD SENSOR DISAGREE Message						
27-09-03A		A	—	—	May be displayed on the <u>DISPATCH</u> page for three flights provided that both flap systems are operative.		
27-09-04	F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE Message						
27-09-04A	(A350-900 Series)	A	—	—	(M) One or both may be displayed on the <u>DISPATCH</u> page for three flights provided that: 1) Both flap systems are operative, and 2) The associated outer flap is visually inspected before each flight.		
27-09-04B	(A350-1000 Series)	A	—	—	One or both may be displayed on the <u>DISPATCH</u> page for three flights provided that both flap systems are operative.		

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-09	Dispatch Messages					
27-09-05	F/CTL FLAPS TIP BRK TEST REQUIRED Message					
27-09-05A		A	—	—	May be displayed on the <u>DISPATCH</u> page for three flights.	
27-09-06	F/CTL SLATS TIP BRK TEST REQUIRED Message					
27-09-06A		A	—	—	May be displayed on the <u>DISPATCH</u> page for three flights.	
27-09-07	F/CTL PART GND STATUS INPUTS Message					
27-09-07		C	—	—	May be displayed on the <u>DISPATCH</u> page provided that all PRIMS and SECS are operative.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-14	Aileron Actuation and Monitoring						
27-14-01	Outer Aileron Green Hydraulic Actuator						
27-14-01A	(A350-900 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons yellow hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) Both electrical actuators of the inner ailerons are checked operative, and 6) The TOW is checked below 595,248 lb (270,000 kg).		
27-14-01B	(A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons yellow hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) Both electrical actuators of the inner ailerons are checked operative.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-14	Aileron Actuation and Monitoring						
27-14-02	Outer Aileron Yellow Hydraulic Actuator						
27-14-02A	(A350-900 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons green hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) The TOW is checked below 595,248 lb (270,000 kg).		
27-14-02B	(A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons green hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-14	Aileron Actuation and Monitoring						
27-14-03	Outer Aileron Pressure Sensor						
27-14-03A	(A350-900 Series)	C	8	0	(M)(O) One or more may be inoperative provided that: 1) The TOW is checked below 595,248 lb (270,000 kg), and 2) All outer ailerons hydraulic actuators are checked operative.		
27-14-03B	(A350-1000 Series)	C	8	0	(M)(O) One or more may be inoperative provided that all outer ailerons hydraulic actuators are checked operative.	 	
27-14-04	Inner Aileron Hydraulic Actuator						
27-14-04A		A	2	1	(M) One may be inoperative for 10 consecutive calendar-days provided that: 1) All spoilers are operative, and 2) The damping function of the affected actuator is checked operative before each flight, and 3) The affected inner aileron electrical actuator is checked operative.		

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-22	Rudder Trim Actuation and Artificial Feel					
27-22-01	Rudder Trim System					
27-22-01A	One rudder trim system inoperative	C	2	1	(M) One may be inoperative provided that the affected rudder trim system is deactivated.	
27-22-01B	Both rudder trim systems inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) Both rudder trim systems are deactivated, and 2) At least one AP is operative.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-24	Rudder Actuation and Monitoring						
27-24-01	Rudder Hydraulic Actuator						
27-24-01A		C	2	1	(M)(O) One may be inoperative provided that: 1) The rudder isolation valve of the affected actuator is deactivated closed, and 2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and 3) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days, and 4) Airplane Flight Manual performance penalties are applied.		
27-24-02	Rudder Pressure Sensor						
27-24-02A		C	4	0	(M)(O) One or more may be inoperative provided that: 1) The rudder hydraulic actuators are checked operative, and 2) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days.		

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27. FLIGHT CONTROLS						
Sequence No.	Item	1	2	3	4	Change Bar
27-24	Rudder Actuation and Monitoring					
27-24-03	Rudder Pedal Adjustment System					
27-24-03A		C	2	0	(O) One or both may be inoperative provided that: 1) The full and unrestricted movement of the rudder pedals and the brake pedals deflection is possible on both flightcrew member sides, and 2) The rudder pedals can be secured in a position which is acceptable to the flightcrew member on the affected side.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-44	THS Actuation and Monitoring						
27-44-01	Stabilizer Electrical Motor E1						
27-44-01A		C	1	0	(M) May be inoperative provided that: 1) Both FCDCs are operative, and 2) The stabilizer electrical motor E3 is operative, and 3) The stabilizer electrical motor E1 is deactivated, and 4) The monitoring of the stabilizer by the FWS is checked operative, and 5) The stabilizer is checked fully operative, and 6) Both electrical actuators of the elevators are checked before each flight.		
27-44-02	Stabilizer Electrical Motor E3						
27-44-02A		C	1	0	(M) May be inoperative provided that: 1) Both FCDCs are operative, and 2) The stabilizer electrical motor E1 is operative, and 3) The stabilizer electrical motor E3 is deactivated, and 4) The monitoring of the stabilizer by the FWS is checked operative, and 5) The stabilizer is checked fully operative, and 6) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 10 days.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-51	Flap Control and Monitoring						
27-51-01	Flap System 1						
27-51-01A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The flap system 1 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The flap system 2 and the flap PCU 2 are operative, and 4) Both slat systems are operative.		
27-51-02	Flap System 2						
27-51-02A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The flap system 2 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The flap system 1 is operative, and 4) Both slat systems are operative, and 5) Airplane Flight Manual performance penalties are applied.		
27-51-03	Flap PCU 2						
27-51-03A		C	1	0	(O) May be inoperative provided that: 1) The flap system 1 is operative, and 2) Both slat systems are operative.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-51	Flap Control and Monitoring						
27-51-04	Flap Wing Tip Brake Sensor						
27-51-04A		A	2	0	One or both may be inoperative for three flights.		
27-51-05	Flap ADGB Control						
27-51-05A		C	1	0	(O) May be inoperative provided that: 1) The slat system 1 is operative, and 2) Airplane Flight Manual performance penalties are applied.		
27-51-06	Flap System 1 ADGB Brake						
27-51-06A		C	1	0	May be inoperative provided that the flap system 2 is operative.		
27-51-07	Flap PCU 1						
27-51-07A		C	1	0	(O) May be inoperative provided that: 1) The flap system 2 is operative, and 2) Both slat systems are operative.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-64	Spoiler Actuation and Monitoring						
27-64-01	Spoiler 1						
27-64-01A	One spoiler 1 inoperative (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.		
27-64-01B	One spoiler 1 inoperative with a spoiler collar installed (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.		
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Sequence No.	Item	1	2	3	4	Change Bar	
27-64	Spoiler Actuation and Monitoring						
27-64-01	Spoiler 1 (Cont'd)						
27-64-01C	One spoiler 1 inoperative (A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) Airplane Flight Manual performance penalties are applied.		
27-64-02	Spoiler 2						
27-64-02A	One spoiler 2 inoperative (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.		
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Sequence No.	Item	1	2	3	4	Change Bar	
27-64	Spoiler Actuation and Monitoring						
27-64-02	Spoiler 2 (Cont'd)						
27-64-02B	One spoiler 2 inoperative with a spoiler collar installed (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.		
27-64-02C	One spoiler 2 inoperative (A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) Takeoff is performed in CONF 1+F, and 4) The landing configuration is limited to CONF 3, and 5) Airplane Flight Manual performance penalties are applied.		

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27-64	Spoiler Actuation and Monitoring						
27-64-03	Spoiler 3						
27-64-03A	One spoiler 3 inoperative	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.		
27-64-03B	One spoiler 3 inoperative with a spoiler collar installed	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-64	Spoiler Actuation and Monitoring						
27-64-04	Spoiler 4						
27-64-04A	One spoiler 4 inoperative (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) The landing configuration is limited to CONF 3, and 5) Airplane Flight Manual performance penalties are applied.		
27-64-04B	One spoiler 4 inoperative with a spoiler collar installed (A350-900 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Airplane Flight Manual performance penalties are applied.		
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Sequence No.	Item	1	2	3	4	Change Bar	
27-64	Spoiler Actuation and Monitoring						
27-64-04	Spoiler 4 (Cont'd)						
27-64-04C	One spoiler 4 inoperative (A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.		
27-64-04D	One spoiler 4 inoperative with a spoiler collar installed (A350-1000 Series)	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.		

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Sequence No.	Item	1	2	3	4	Change Bar	
27-64	Spoiler Actuation and Monitoring						
27-64-05	Spoiler 6						
27-64-05A	One spoiler 6 inoperative	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.		
27-64-05B	One spoiler 6 inoperative with a spoiler collar installed	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.		

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Sequence No.	Item	1	2	3	4	Change Bar	
27-64	Spoiler Actuation and Monitoring						
27-64-06	Spoiler 7 (Aircraft with MP L42544/ MOD 107894)						
27-64-06A	One spoiler 7 inoperative	A	2	1	(M)(O) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) Airplane Flight Manual performance penalties are applied.		
27-64-06B	One spoiler 7 inoperative with a spoiler collar installed	A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) Airplane Flight Manual performance penalties are applied.		

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27. FLIGHT CONTROLS						
Sequence No.	Item	1	2	3	4	Change Bar
27-81	Slat Control and Monitoring					
27-81-01	Slat System 1					
27-81-01A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The slat system 1 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The slat system 2 is operative, and 4) Both flap systems are operative, and 5) The flap PCU 2 is operative, and 6) The flap ADGB control is operative.	
27-81-02	Slat System2					
27-81-02A		A	1	0	(M)(O) May be inoperative for three flights provided that: 1) The slat system 2 is deactivated, and 2) Communication between slats/flaps systems and PRIMS is checked operative, and 3) The slat system 1 is operative, and 4) Both flap systems are operative, and 5) The flap PCU 2 is operative.	
27-81-03	Slat Wing Tip Brake Sensor					
27-81-03A		A	2	0	One or both may be inoperative for three flights.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-91	Primary Flight Control System – Internal Bus Interface						
27-91-01	PRIM 1 Tail Bus						
27-91-01A		C	1	0	(M) May be inoperative provided that: 1) All SECs, PRIM 2, and PRIM 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative.		
27-91-02	PRIM 1 Wing Bus						
27-91-02A		C	2	0	(M) One or both may be inoperative provided that: 1) All SECs, PRIM 2, and PRIM 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every 6 days.		
27-91-03	SEC 1 Tail Bus						
27-91-03A		C	1	0	(M) May be inoperative provided that: 1) All PRIMs, SEC 2, and SEC 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) The electrical actuator of the left elevator is checked operative.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-91	Primary Flight Control System – Internal Bus Interface						
27-91-04	SEC 1 Wing Bus						
27-91-04A		C	2	0	One or both may be inoperative provided that: 1) All PRIMs, SEC 2, and SEC 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative.		
27-91-05	PRIM 2 Tail Bus						
27-91-05A		A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) All SECs, PRIM 1, and PRIM 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 6 days, and 5) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 6 days.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-91	Primary Flight Control System – Internal Bus Interface						
27-91-06	PRIM 2 Wing Bus						
27-91-06A		C	2	0	(M) One or both may be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative.		
27-91-07	SEC 2 Tail Bus						
27-91-07A		C	1	0	May be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative.		
27-91-08	SEC 2 Wing Bus						
27-91-08A		C	2	0	(M) One or both may be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative.		

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		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-91	Primary Flight Control System – Internal Bus Interface						
27-91-09	PRIM 3 Tail Bus						
27-91-09A		C	1	0	May be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 2 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative.		
27-91-10	PRIM 3 Wing Bus						
27-91-10A		C	2	0	One or both may be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 2 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative.		
27-91-11	SEC 3 Tail Bus						
27-91-11A		C	1	0	(M) May be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 2 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative.		

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-91	Primary Flight Control System – Internal Bus Interface					
27-91-12	SEC 3 Wing Bus					
27-91-12A		C	2	0	One or both may be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 2 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-92	Primary Flight Control System – Control Inputs						
27-92-01	Speed Brakes Manual Control System						
27-92-01A	Without AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)	A	1	0	May be inoperative for 3 consecutive calendar-days.		
27-92-01B	With AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)	A	1	0	(O) May be inoperative for 3 consecutive calendar-days.		
27-92-02	Ground Spoiler Control System						
27-92-02A		C	1	0	(O) May be inoperative provided that: 1) Airplane Flight Manual performance penalties are applied, and 2) Approach minimums do not require its use.		
27-92-03	Sidestick Priority Redundancy						
27-92-03A		C	1	0	(O) May be inoperative provided that the sidestick priority function is checked operative on both sidesticks.		
27-92-04	Sidestick Priority Green CAPT and F/O light						
27-92-04A		C	2	0	(O) One or both may be inoperative provided that the associated callouts are checked operative.		

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-92	Primary Flight Control System – Control Inputs					
27-92-05	PRIM Sidestick Sensor					
27-92-05A		C	3	2	May be inoperative in one PRIM.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-92	Primary Flight Control System – Control Inputs					
27-92-06	Gyrometer					
27-92-06A	One gyrometer inoperative	C	6	5	One may be inoperative.	
27-92-06B	Two gyrometers inoperative	C	6	4	Two may be inoperative provided that all IRs are operative.	
27-92-07	Turbulence Damping Function					
27-92-07A		D	1	0	May be inoperative.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-93	PRIMary (PRIM) PFCS Computer						
27-93-01	PRIM 1						
27-93-01A		C	1	0	(M)(O) May be inoperative provided that: 1) The PRIM 1 pb-sw is set to OFF, and 2) All SECs, PRIM 2, and PRIM 3 are checked operative, and 3) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every 6 days, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.		
27-93-02	PRIM 2						
27-93-02A		A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 2 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 3 are checked operative, and 3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 6 days, and 4) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every 6 days, and 5) The sidestick priority function is checked operative on both sidesticks, and 6) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.		

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27. FLIGHT CONTROLS						
Sequence No.	Item	1	2	3	4	Change Bar
27-93	PRIMary (PRIM) PFCS Computer					
27-93-03	PRIM 3					
27-93-03A		C	1	0	(M)(O) May be inoperative provided that: 1) The PRIM 3 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 2 are checked operative, and 3) All flap/slat systems, both landing gear control systems, and all ADIRS are operative.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-94	SECondary (SEC) PFCS Computer					
27-94-01	SEC 1					
27-94-01A		C	1	0	(M)(O) May be inoperative provided that: 1) The SEC 1 pb-sw is set to OFF, and 2) All PRIMs, SEC 2, and SEC 3 are checked operative, and 3) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-94	SECondary (SEC) PFCS Computer						
27-94-02	SEC 2						
27-94-02A		C	1	0	(M)(O) May be inoperative provided that: 1) The SEC 2 pb-sw is set to OFF, and 2) All PRIMs, SEC 1, and SEC 3 are checked operative, and 3) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative.		
27-94-03	SEC 3						
27-94-03A		C	1	0	(M)(O) May be inoperative provided that: 1) The SEC 3 pb-sw is set to OFF, and 2) All PRIMs, SEC 1, and SEC 2 are checked operative, and 3) Both electrical actuators of the elevators are checked operative, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
27-96	Flight Control Data Concentrator (FCDC) Function						
27-96-01	FCDC 2						
27-96-01A		A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) The monitoring of the stabilizer by the FWS is checked operative, and 2) The monitoring of the elevators by the FWS is checked operative, and 3) The pitch trim position is checked on both PFDs.		

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-01	FUEL Overhead Panel						
28-01-01	Wing Tank pb-sw lights						
28-01-01-01	Wing L(R) TK MAIN Pump pb-sw FAULT light						
28-01-01-01A		C	2	0	One or both may be inoperative.		
28-01-01-02	Wing L(R) TK MAIN Pump pb-sw OFF light						
28-01-01-02A		C	2	0	One or both may be inoperative.		
28-01-01-03	Wing L(R) TK STBY Pump pb-sw FAULT light						
28-01-01-03A		C	2	0	One or both may be inoperative.		
28-01-01-04	Wing L(R) TK STBY Pump pb-sw OFF light						
28-01-01-04A		C	2	0	One or both may be inoperative.		
28-01-01-05	Wing L(R) TK XFR pb-sw FAULT light						
28-01-01-05A		C	2	0	One or both may be inoperative.		
28-01-01-06	Wing L(R) TK XFR pb-sw ON light						
28-01-01-06A		C	2	0	One or both may be inoperative.		

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-01	FUEL Overhead Panel						
28-01-02	Center Tank pb-sw lights						
28-01-02-01	CTR TK L(R) Pump pb-sw FAULT light						
28-01-02-01A		C	2	0	One or both may be inoperative.		
28-01-02-02	CTR TK L(R) Pump pb-sw OFF light						
28-01-02-02A		C	2	0	One or both may be inoperative.		
28-01-02-03	CTR TK FEED pb-sw FAULT light						
28-01-02-03A		C	1	0	May be inoperative.		
28-01-02-04	CTR TK FEED pb-sw MAN light						
28-01-02-04A		C	1	0	(O) May be inoperative.		

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28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
28-01	FUEL Overhead Panel					
28-01-03	CROSSFEED pb-sw lights					
28-01-03-01	CROSSFEED A(B) pb-sw OPEN light					
28-01-03-01A		C	2	0	One or both may be inoperative.	
28-01-03-02	CROSSFEED A(B) pb-sw ON light					
28-01-03-02A		C	2	0	One or both may be inoperative.	

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-01	FUEL Overhead Panel						
28-01-04	JETTISON pb-sw lights						
28-01-04-01 ***	JETTISON ARM pb-sw ON light						
28-01-04-01A		C	1	0	May be inoperative.		
28-01-04-02 ***	JETTISON ACTIVE pb-sw OPEN light						
28-01-04-02A		C	1	0	May be inoperative.		
28-01-04-03 ***	JETTISON ACTIVE pb-sw ON light						
28-01-04-03A		C	1	0	May be inoperative.		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-02	FUEL Maintenance Overhead Panel					
28-02-01 ***	REFUEL pb-sw END light					
28-02-01A		D	1	0	May be inoperative.	
28-02-02 ***	REFUEL pb-sw ON light					
28-02-02A		D	1	0	May be inoperative.	

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28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
28-07	Indications on SD pages					
28-07-01	Indications on <u>CRUISE</u> page					
28-07-01-01	Engine Fuel Used Indication on the <u>CRUISE</u> page					
28-07-01-01A					Refer to Item 77-07-01-02, Engine Fuel Used Indication on the <u>CRUISE</u> page.	

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28. FUEL						
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28-07	Indications on SD pages					
28-07-02	Fuel Quantity Indications on the <u>FUEL</u> SD page					
28-07-02-01	Engine Fuel Used Indication on the <u>FUEL</u> SD page					
28-07-02-01A					Refer to Item 77-07-03-02, Engine Fuel Used Indication on the <u>FUEL</u> SD page.	
28-07-02-02	Fuel Quantity Indication (FQI) in Degraded Mode on the <u>FUEL</u> SD page					
28-07-02-02A		C	3	0	(O) One or more FQI may be in degraded mode (last two green digits with amber dashes) provided that the loss of accuracy is taken into account for the fuel planning.	
28-07-02-03	Fuel Used All Engine Indication on the <u>FUEL</u> SD page					
28-07-02-03A					Refer to Item 77-07-03-03, Fuel Used All Engines Indication on the <u>FUEL</u> SD page.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-07	Indications on SD pages					
28-07-03	Fuel Temperature Indications on the <u>FUEL</u> SD page					
28-07-03-01	Wing Tank Main Cell Temperature Monitoring on the <u>FUEL</u> SD page					
28-07-03-01A		C	2	1	One may be inoperative provided that the wing tank temperature monitoring is operative on the opposite wing tank.	
28-07-03-02	Wing Tank Temperature Monitoring on the <u>FUEL</u> SD page					
28-07-03-02A		C	2	1	One may be inoperative provided that the fuel in each wing is more than 19,841 lb (9,000 kg) before takeoff.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-09	Dispatch Messages					
28-09-01	FUEL TK DATA REDUNDANCY Message					
28-09-01A		C	—	—	May be displayed on the <u>DISPATCH</u> page.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-12	Tank Venting System					
28-12-01	Overpressure Protector in the Wing Surge Tank					
28-12-01A		C	2	0	One or both may be broken or missing.	

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28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
28-21	Engine Feed Pump System					
28-21-01	Center Tank Pump					
28-21-01A	One center tank pump inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected center tank pump is deactivated, and 2) The associated CTR TK L(R) pb-sw is set to OFF, and 3) Both wing tank pumps are operative on the affected side.	
28-21-01B	Both center tank pumps inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) The CTR TK L pb-sw and CTR TK R pb-sw are set to OFF, and 2) All wing tank pumps are operative, and 3) Both crossfeed valves are checked operative, and 4) Both center tank pumps are deactivated, and 5) Both center tank inlet valves are deactivated in the closed position, and 6) The fuel quantity in the center tank is not usable and part of the ZFW.	

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-21	Engine Feed Pump System						
28-21-02	Wing Tank Main Pump						
28-21-02A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected wing tank main pump is deactivated, and 2) The air in the engine feed line is flushed, and 3) The associated L(R) TK MAIN pb-sw is set to OFF, and 4) Both wing tank standby pumps are operative, and 5) The fuel transfer from wing tank to center tank is checked operative on the affected side, and 6) The fuel in each wing is more than 22,046 lb (10,000 kg) before takeoff, and 7) On the affected wing, the AC main generation 1A(2A) has no message displayed on the <u>DISPATCH</u> page.		

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-21	Engine Feed Pump System						
28-21-03	Wing Tank Standby Pump						
28-21-03A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected wing tank standby pump is deactivated, and 2) The air in the engine feed line is flushed, and 3) The associated L(R) TK STBY pb-sw is set to OFF, and 4) The fuel transfer from wing tank to center tank is checked operative on the affected side, and 5) The fuel in each wing is more than 22,046 lb (10,000 kg) before takeoff, and 6) On the opposite wing, the AC main generation 2B(1B) has no message displayed on the <u>DISPATCH</u> page.		
28-21-04	Fuel Scavenge Valve						
28-21-04A		C	2	0	(M) One or both may be inoperative provided that the affected fuel scavenge valve is deactivated in the closed position.		

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-22	APU Fuel System						
28-22-01	APU Fuel Pump						
28-22-01A		C	1	0	(M)(O) May be inoperative provided that the APU fuel pump is deactivated.		
28-22-02	APU Feed Isolation Valve						
28-22-02A		C	1	0	(M) May be inoperative provided that: 1) The APU feed isolation valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.		
28-22-03	APU Feed LP Valve						
28-22-03A		C	1	0	(M) May be inoperative provided that: 1) The APU feed LP valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.		
28-22-04	APU Fuel Line Damage Detection						
28-22-04A		C	1	0	(M) May be inoperative provided that: 1) The APU feed isolation valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-23	Crossfeed System					
28-23-01	Crossfeed Valve					
28-23-01A		C	2	1	(M)(O) One may be inoperative provided that: 1) The affected crossfeed valve is deactivated in the closed position, and 2) The remaining crossfeed valve is checked operative.	

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-25	Refuel/Defuel System						
28-25-01	Fuel Controls and Indicators on the external Refuel Panel						
28-25-01A		C	20	0	One or more may be inoperative provided that refuel and defuel procedures do not require their use.		
28-25-02 ***	Cockpit Refuel Control						
28-25-02A		D	1	0	May be inoperative.		
28-25-03	Center Tank Inlet Valve						
28-25-03A	One center tank inlet valve inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected center tank inlet valve is deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Each refuel is performed manually. NOTE: The associated L(R) TK XFR pb-sw should be placarded.		
28-25-03B	Both center tank inlet valves inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) Both center tank inlet valves are deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Both wing tank standby pumps are checked operative, and 4) Each refuel is performed manually. NOTE: The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.		

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-25	Refuel/Defuel System						
28-25-04	Wing Tank Inlet Valve						
28-25-04A	One wing tank inlet valve inoperative	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected wing tank inlet valve is deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Each refuel is performed manually.		
					NOTE: The associated L(R) TK XFR pb-sw should be placarded.		
28-25-04B	Both wing tank inlet valves inoperative	C	2	0	(M)(O) Both may be inoperative provided that: 1) Both wing tank inlet valves are deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Both wing tank standby pumps are checked operative, and 4) Each refuel is performed manually.		
					NOTE: The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.		

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-25	Refuel/Defuel System						
28-25-05	Refuel Isolation Valve						
28-25-05A ***	One refuel isolation valve inoperative	C	2	1	(M) One may be inoperative provided that the associated coupling caps are installed after each refuel/defuel. NOTE 1: When a refuel isolation valve is failed in the closed position, the automatic refuel is only available on the opposite side. NOTE 2: Application of the (M) procedure is only necessary for manual refuel/defuel: - When the affected refuel coupling is used for refuel/defuel, or - When an isolation valve is failed in the open position.		
28-25-05B ***	All refuel isolation valves inoperative	C	–	0	(M) All may be inoperative provided that: 1) Each refuel/defuel is performed manually, and 2) The associated coupling caps are installed after each refuel/defuel. NOTE: Application of the (M) procedure is only necessary for refuel/defuel.		
28-25-06	Defuel Valve						
28-25-06A		C	1	0	(M)(O) May be inoperative provided that the defuel valve is deactivated in the closed position.		

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-31	Jettison System						
28-31-01 ***	Center Tank Jettison Valve						
28-31-01A		D	2	0	(M) One or both may be inoperative provided that the affected valve is deactivated in the closed position. NOTE: The jettison function is available only when the center tank is empty.		
28-31-02 ***	Defuel Jettison Valve						
28-31-02A	One defuel jettison valve inoperative	D	2	1	(M) One may be inoperative provided that the affected valve is deactivated in the closed position. NOTE 1: The jettison function from the center tank is available. NOTE 2: The jettison function from the wing tanks is no longer available.		
28-31-02B	Both defuel jettison valves inoperative	C	2	0	(M)(O) Both may be inoperative provided that both defuel jettison valves are deactivated in the closed position. NOTE 1: The jettison function from the center tank is available. NOTE 2: The jettison function from the wing tanks is no longer available.		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-31	Jettison System					
28-31-03 ***	Jettison Valve					
28-31-03A	One jettison valve inoperative	D	2	1	(M)(O) One may be inoperative provided that the affected valve is secured in the closed position.	
28-31-03B	Both jettison valves inoperative	D	2	0	(M) Both may be inoperative provided that both valves are secured in the closed position. NOTE: The jettison function is no longer available.	

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28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
28-42	Quantity Indicating					
28-42-01	FQI Integrity Detection					
28-42-01A		C	1	0	(M)(O) May be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The FQIs are checked operative, and 3) The wing tanks and center tank low level detection are checked operative, and 4) The surge tanks overflow detection is checked operative, and 5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.	

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28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
28-46	Tank Level Sensing					
28-46-01	Center Tank Low Level Detection					
28-46-01A		C	1	0	(M)(O) May be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The FQIs are checked operative, and 3) The wing tanks low level detection and FQI integrity detection are checked operative, and 4) The surge tanks overflow detection is checked operative, and 5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.	

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-46	Tank Level Sensing						
28-46-02	Wing Tank Low Level Detection						
28-46-02A	Without fuel jettison function	C	2	1	(O) One may be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The FQIs are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The center tank low level detection is checked operative, and 5) The surge tanks overflow detection is checked operative.		
28-46-02B	With fuel jettison function	C	2	1	(O) One may be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The FQIs are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The center tank low level detection is checked operative, and 5) The surge tanks overflow detection is checked operative. NOTE: The jettison function is no longer available.		

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28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
28-46	Tank Level Sensing					
28-46-03	Surge Tank Overflow Detection					
28-46-03A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The fuel quantity indications are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The wing tanks and center tank low level detection are checked operative, and 5) Each refuel is performed manually. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.	

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-46	Tank Level Sensing						
28-46-04	Wing Tank TWDC Point Level Sensor Processor						
28-46-04A	Without fuel jettison function	C	2	0	(M)(O) One or both may be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The fuel quantity indications are checked operative, and 3) The center tank low level detection is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) Each refuel is performed manually, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.		
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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
28-46	Tank Level Sensing						
28-46-04	Wing Tank TWDC Point Level Sensor Processor (Cont'd)						
28-46-04B	With fuel jettison function	C	2	0	(M)(O) One or both may be inoperative provided that: 1) All fuel used indications are operative on the <u>FUEL</u> SD page, and 2) The fuel quantity indications are checked operative, and 3) The center tank low level detection is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) Each refuel is performed manually, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE 1: Application of the (M) procedure is necessary only when refuel/defuel is needed. NOTE 2: The jettison function is no longer available.		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-49	Fuel Properties Measurement					
28-49-01	Fuel Properties Measurement					
28-49-01A		C	1	0	May be inoperative provided that the FOB is less than 66,137 lb (30,000 kg). NOTE: If the failure occurs after refuel, and as long as no additional refuel is performed, the 66,137 lb (30,000 kg) limitation does not apply.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-51	Fuel Quantity and Management System					
28-51-01	Fuel Quantity and Management System					
28-51-01A		C	2	1	(O) One may be inoperative.	
28-51-02	Auto Feed Function					
28-51-02A		C	1	0	(O) May be inoperative provided that: 1) The manual control of the center tank pumps is checked operative, and 2) Both center tank pumps are checked operative, and 3) Both center tank pumps are manually controlled during the flight.	

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-01	HYD Overhead Panel						
29-01-01	GREEN(YELLOW) ENG 1(2) PUMP pb-sw FAULT light						
29-01-01A		C	4	0	One or more may be inoperative.		
29-01-02	GREEN(YELLOW) ENG 1(2) PUMP pb-sw OFF light						
29-01-02A		C	4	0	One or more may be inoperative.		
29-01-03	GREEN(YELLOW) ENG 1(2) SUPPLY pb OVHT light						
29-01-03A		C	4	0	One or more may be inoperative.		
29-01-04	GREEN(YELLOW) ENG 1(2) SUPPLY pb ISOL light						
29-01-04A		C	4	0	One or more may be inoperative.		

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-02	HYD Overhead Panel						
29-02-01	GREEN(YELLOW) ELEC PMP pb-sw FAULT light						
29-02-01A		C	2	0	One or both may be inoperative.		
29-02-02	GREEN(YELLOW) ELEC PMP pb-sw OFF light						
29-02-02A		C	2	0	One or both may be inoperative.		
29-02-03	GREEN(YELLOW) ELEC PMP pb ON light						
29-02-03A		C	2	0	One or both may be inoperative.		

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-07	Indications on the <u>HYD</u> SD pages					
29-07-01	Fire Shutoff Valve Indication on the <u>HYD</u> SD page					
29-07-01A		C	4	0	(M) One or more may be inoperative provided that the associated fire shutoff valve is checked in the open position.	
29-07-02	Electric Motor Pump Indication on the <u>HYD</u> SD page					
29-07-02A		C	2	0	One or both may be inoperative.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-09	Dispatch Messages					
29-09-01	HYD G(Y) RETURN FILTER Message					
29-09-01A		C	–	–	One may be displayed on the <u>DISPATCH</u> page.	
29-09-02	HYD FILTER CLOGGED Message				Deleted, Revision 2.	

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-10	Main Hydraulic Power						
29-10-01	Green Engine Driven Pump (A350-900 Series)						
29-10-01A		A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected green EDP is deactivated, and 2) Both yellow EDPs are operative, and 3) Both VFGs on the associated engine are operative, and 4) The rudder EHA is checked operative, and 5) The left elevator EHA is checked operative, and 6) The takeoff is performed in CONF 1+F, and 7) Airplane Flight Manual performance penalties are applied.		

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-10	Main Hydraulic Power						
29-10-02	Yellow Engine Driven Pump (A350-900 Series)						
29-10-02A		A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected yellow EDP is deactivated, and 2) Both green EDPs are operative, and 3) Both VFGs on the associated engine are operative, and 4) The rudder EHA is checked operative, and 5) The right elevator EHA is checked operative, and 6) The inboard ailerons EHAs are checked operative before each flight, and 7) Airplane Flight Manual performance penalties are applied.		

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-10	Main Hydraulic Power						
29-10-03	Reservoir Air Bleed Valve						
29-10-03A	Inoperative in the closed position	C	2	0	(M) One or both may be inoperative provided that the associated reservoir is: 1) Inoperative in the closed position, and 2) Manually bled before first MEL dispatch, and 3) Manually bled again no later than every 35 flights.		
29-10-03B	Inoperative in the open position	C	2	0	(M) One or both may be inoperative in the open position provided that: 1) The automatic reservoir air bleed system is deactivated, and 2) The associated hydraulic reservoir quantity is checked before first MEL dispatch.		
29-10-04	Green(Yellow) System Accumulator						
29-10-04A		C	2	0	(O) One or both may be inoperative provided that: 1) The associated Electric Motor Pump is operative, and 2) The associated reservoir pressure transducer is operative, and 3) The associated reservoir is pressurized before each engine start.		

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-10	Main Hydraulic Power					
29-10-05	Green(Yellow) ENG 1(2) Pump Disconnection Switch					
29-10-05A		C	4	0	(M)(O) One on each circuit may be inoperative provided that the depressurization function of the associated Engine Driven Pump is checked operative before each flight.	

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-20	Auxiliary Hydraulic Power						
29-20-01	Green Electric Motor Pump						
29-20-01A		C	1	0	(M)(O) May be inoperative provided that: 1) The green electric motor pump is deactivated, and 2) The yellow electric motor pump is operative, and 3) All yellow wheel brakes are operative, and 4) The yellow parking brake selector valve is operative.		
29-20-02	Yellow Electric Motor Pump						
29-20-02A		C	1	0	(M)(O) May be inoperative provided that: 1) The yellow electric motor pump is deactivated, and 2) The green electric motor pump is operative, and 3) All green wheel brakes are operative, and 4) The green parking brake selector valve is operative. NOTE: The AFT and FWD cargo doors must be operated manually.		
29-20-03	Hydraulic Auxiliary Pump						
29-20-03A		D	1	0	May be inoperative.		

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-33	Hydraulic System Monitoring						
29-33-01	Green System Temperature Monitoring Redundancy				Deleted, Revision 2.		
29-33-02	Yellow System Temperature Monitoring Redundancy				Deleted, Revision 2.		
29-33-03	Green System Pressure Monitoring Redundancy						
29-33-03A		C	1	0	May be inoperative.		
29-33-04	Yellow System Pressure Monitoring Redundancy						
29-33-04A		C	1	0	May be inoperative.		
29-33-05	Green(Yellow) Reservoir Level Monitoring Redundancy						
29-33-05A		C	2	0	(M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before each flight.		

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		4. REMARKS OR EXCEPTIONS					
29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
29-33	Hydraulic System Monitoring						
29-33-06	Green(Yellow) Reservoir Level Monitoring						
29-33-06A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) The hydraulic reservoir quantity is checked before each flight, and 2) The affected reservoir linear variable differential transducer is deactivated.		
29-33-07	Yellow Hydraulic Monitoring Control				Deleted, Revision 2.		
29-33-08	Green Hydraulic Monitoring Control				Deleted, Revision 2.		
29-33-09	Green(Yellow) Reservoir Pressure Transducer						
29-33-09A		C	2	0	(M)(O) May be inoperative provided that: 1) The associated Electric Motor Pump is operative, and 2) The affected pressure transducer is deactivated, and 3) The associated reservoir is pressurized before engine start.		

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30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
30-01	ANTI ICE Overhead Panel						
30-01-01	ENG 1(2) ANTI ICE pb FAULT light						
30-01-01A		C	2	0	One or both may be inoperative.		
30-01-02	ENG 1(2) ANTI ICE pb ON light						
30-01-02A		C	2	0	One or both may be inoperative.		
30-01-03	WING ANTI ICE pb FAULT light						
30-01-03A		C	1	0	May be inoperative.		
30-01-04	WING ANTI ICE pb ON light						
30-01-04A		C	1	0	May be inoperative.		
30-01-05	PROBE & WINDOW HEAT pb-sw ON light						
30-01-05A		C	1	0	May be inoperative.		

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Sequence No.	Item	1	2	3	4	Change Bar
30-02	WIPER Overhead Panel					
30-02-01	Wiper High Speed Function (FAST Position)					
30-02-01A		C	2	0	One or both may be inoperative provided that the associated slow speed function is operative.	
30-02-02	Wiper Low Speed Function (SLOW Position)					
30-02-02A		C	2	0	One or both may be inoperative.	
30-02-03	Wiper Intermittent Speed Function (INTMT Positions)					
30-02-03A		D	6	0	One or more may be inoperative.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-07	Indication on the <u>DOOR/OXYGEN</u> SD page					
30-07-01	Rain Repellent Monitoring on the <u>DOOR/OXYGEN</u> SD page					
30-07-01A		D	1	0	May be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
30-11	Wing Ice Protection						
30-11-01	Wing Anti-Ice Valve						
30-11-01A		C	2	0	(M) One or both may be inoperative provided that: 1) The affected wing anti-ice valve is deactivated in the closed position, and 2) The associated A-ICE L(R) WING VLV OPEN alert is not displayed after the deactivation of the affected valve, and 3) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 4) ETOPS beyond 120 minutes is not conducted.		
30-11-02	Wing Anti-Ice System						
30-11-02A		C	1	0	May be inoperative provided that the aircraft is not operated in known or forecast icing conditions along the intended flight route.		

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30. ICE AND RAIN PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
30-11	Wing Ice Protection					
30-11-03	Wing Anti-Ice Temperature Monitoring					
30-11-03A		C	2	1	(O) One may be inoperative provided that: <ol style="list-style-type: none"> 1) The opposite engine bleed air system is operative, and 2) The opposite air conditioning pack is operative, and 3) The associated engine bleed air system is not used on ground except for engine start, and 4) The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and 5) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start. 	

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		4. REMARKS OR EXCEPTIONS				
30. ICE AND RAIN PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
30-11	Wing Ice Protection					
30-11-04	Wing Anti-Ice Valve Seal					
30-11-04A		C	2	1	(O) One may be inoperative provided that: 1) The opposite engine bleed air system is operative, and 2) The opposite air conditioning pack is operative, and 3) The A-ICE L(R) WING VLV OPEN alert is not displayed on the WD before takeoff, and 4) The associated engine bleed air system is not used on ground except for engine start, and 5) The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and 6) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.	
30-11-05	Wing Anti-Ice Valve Control Redundancy					
30-11-05A		C	2	0	One on each wing may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-01	Engine Anti-Ice System					
30-21-01A		C	2	1	(M) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions, and 3) The PRSOV of the affected engine anti-ice system is deactivated in the closed position, and 4) The A-ICE ENG1(2) PRSOV SECURED CLOSED message is displayed on the <u>DISPATCH</u> page after the deactivation.	

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30. ICE AND RAIN PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-02	Engine Anti-Ice PRSOV Shutoff Function					
30-21-02A	PRSOV deactivated in the open position	C	2	0	(M)(Om) One or both may be inoperative provided that: 1) The PRV regulation function is operative, and 2) The affected PRSOV is deactivated in the open position, and 3) The A-ICE ENG 1(2) PRSOV SECURED OPEN message is displayed on the <u>DISPATCH</u> page after the deactivation, and 4) Airplane Flight Manual performance penalties are applied.	
30-21-02B	PRSOV deactivated in the closed position	C	2	1	(M) One may be inoperative provided that: 1) ETOPS is not conducted, 2) The affected PRSOV is deactivated in the closed position, and 3) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the <u>DISPATCH</u> page after the deactivation, and 4) The aircraft is not operated in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
30-21	Engine Air Intake Ice Protection						
30-21-03	Engine Anti-Ice PRSOV Regulation Function						
30-21-03A		C	2	0	One or both may be inoperative.		
30-21-04	Engine Anti-Ice PRV Regulation Function						
30-21-04A	One or both PRVs inoperative and PRSOV regulation operative	C	2	0	One or both may be inoperative provided that the associated PRSOV regulation function is operative.		
30-21-04B	One or both PRVs deactivated open and PRSOV regulation operative	C	2	0	(M) One or both may be inoperative provided that: 1) The associated PRSOV regulation function is operative, and 2) The affected PRV is deactivated in the open position, and 3) The A-ICE ENG 1(2) PRV SECURED OPEN message is displayed on the <u>DISPATCH</u> page after the deactivation.		
30-21-04C	One PRV inoperative and PRSOV deactivated in the closed position	C	2	1	(M) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions, and 3) The PRSOV on the associated engine anti-ice system is deactivated in the closed position, and 4) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the <u>DISPATCH</u> page after the deactivation.		

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30. ICE AND RAIN PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-05	Engine Anti-Ice System Monitoring					
30-21-05A		C	2	1	(O) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.	
30-21-06	Engine Anti-Ice System Pressure Monitoring					
30-21-06A		C	2	1	One may be inoperative.	
30-21-07	Engine Anti-Ice System Command					
30-21-07A		C	2	0	(O) One or both may be inoperative provided that Airplane Flight Manual performance penalties are applied.	

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30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
30-31	Probe Ice Protection						
30-31-01	ADR Probes Heating Function						
30-31-01A	Automatic ADR probes heating function inoperative	C	3	2	One ADR probe heating function in automatic mode may be inoperative provided that the PROBE & WINDOW HEAT pb-sw is set to ON.		
30-31-01B	Automatic and manual ADR probes heating function inoperative	C	3	2	One ADR probe heating function in automatic and manual modes may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.		
30-31-02	MFP Heating Function						
30-31-02A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.		
30-31-03	Sideslip Probe Heating Function						
30-31-03A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.		
30-31-04	Static Probe Heating Function						
30-31-04A		C	6	4	One or two may be inoperative on the same ADR provided that both non-affected ADRs, their associated probes, and their associated heating functions are operative.		

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30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
30-31	Probe Ice Protection						
30-31-05	Heating of the Standby Pitot Probe						
30-31-05A	Aircraft not operated in known or forecast icing conditions	C	1	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.		
30-31-05B	Standby pitot probe considered inoperative	C	1	0	May be inoperative provided that the standby pitot probe is considered inoperative. Refer to Item 34-23-01, Standby Pitot Probe.		
30-31-06	Heating of the Standby Static Probe						
30-31-06A		C	2	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.		

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-42	Cockpit Windows Anti-Icing Defogging					
30-42-01	Windows Heating Control					
30-42-01A		C	2	1	(O) One may be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.	
30-42-02	Window Heating					
30-42-02A		C	4	0	One or more may be inoperative.	
30-42-03	Front Windshield Heating					
30-42-03A		C	2	1	One may be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 minutes is not conducted.	

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30. ICE AND RAIN PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
30-45	Windshield Rain Protection					
30-45-01	Windshield Wiper					
30-45-01A	One windshield wiper inoperative on the PM side	A	2	1	One may be inoperative on the pilot monitoring side for three flights.	
30-45-01B	One or both windshield wipers inoperative	C	2	0	(O) One or both may be inoperative provided that the aircraft is not operated in known or forecast precipitation within intended departure and arrival areas. NOTE: The intended arrival and departure areas include alternate aerodromes required to be selected by the operational rules.	
30-45-02	Rain Repellent					
30-45-02A		D	2	0	One or both may be inoperative.	

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4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-71	Waste Water Ice Protection					
30-71-01	Drain Mast Heating System					
30-71-01A		C	2	0	(O) One or both may be inoperative provided that: 1) The associated lavatories are placarded inoperative and are not used, and 2) The associated lavatory water supplies and associated galleys' water supplies are closed.	

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30. ICE AND RAIN PROTECTION					
Sequence No.	Item	1	2	3	4
30-81	Ice Detection				
30-81-01	Ice Detection System				
30-81-01A		C	1	0	(O) May be inoperative.
30-81-03	Lighting of External Visual Icing Indicator				
30-81-03A	One indicator inoperative	C	2	1	One may be inoperative.
30-81-03B	Both indicators inoperative	C	2	0	(O) Both may be inoperative.

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
31-01	RCDR Overhead Panel					
31-01-01	RCDR GND CTL pb ON Light					
31-01-01A		C	1	0	May be inoperative.	
31-01-31	RCDR GND CTL pb					
31-01-31A		A	1	0	(O) May be inoperative provided that repairs are made within 3 flight days.	
31-01-32	DFDR EVENT pb					
31-01-32A		C	1	0	May be inoperative.	

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-02	Overhead Panel and Main Instrument Panel						
31-02-01	AIR & ELEC Overhead Panel (225VM)						
31-02-01A		C	1	0	(O) May be inoperative provided that the GALLEY pb-sw is checked operative.		
31-02-02	FUEL & HYD Overhead Panel (235VM)						
31-02-02A		C	1	0	(O) May be inoperative provided that the HYD G(Y) HYD SYS PANEL message is not displayed on the <u>DISPATCH</u> page.		
31-02-03	LOWER CENTER Overhead Panel (215VM)						
31-02-03A	Lights inoperative	C	1	0	(O) May be inoperative provided that none of the following dispatch message is displayed on the <u>DISPATCH</u> page: - A-ICE ENG 1 NAI COMMAND - A-ICE ENG 2 NAI COMMAND - EXT LT CTL DEGRADED - A-ICE WING SYS - CAB PRESS MAN CTL.		
(Continued)							

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-02	Overhead Panel and Main Instrument Panel						
31-02-03	LOWER CENTER Overhead Panel (215VM) (Cont'd)						
31-02-03B	Lights and commands inoperative on side 1 (CAN 1 Lost)	C	1	0	(O) May be inoperative provided that: 1) None of the following dispatch message is displayed on the DISPATCH page: - A-ICE ENG 2 NAI COMMAND - EXT LT CTL DEGRADED - A-ICE WING SYS - CAB PRESS MAN CTL 2) The engine 1 anti-ice system command is considered inoperative, and 3) The APU is considered inoperative.		
					Refer to Item 30-21-07, Engine Anti-Ice System Command.		
31-02-03C	Lights and commands inoperative of side 2 (CAN 2 Lost)	C	1	0	(O) May be inoperative provided that: 1) None of the following dispatch message is displayed on the DISPATCH page: - A-ICE ENG 1 NAI COMMAND - EXT LT CTL DEGRADED - A-ICE WING SYS - CAB PRESS MAN CTL 2) The engine 2 anti-ice system command is considered inoperative.		
					Refer to Item 30-21-07, Engine Anti-Ice System Command.		

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-02	Overhead Panel and Main Instrument Panel						
31-02-04	LOWER LEFT Overhead Panel (211VM)						
31-02-04A		C	1	0	(O) May be inoperative.		
31-02-05	LOWER RIGHT Overhead Panel (212VM)						
31-02-05A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that the IFEC pb-sw is checked operative.		
31-02-06	MAINTENANCE Overhead Panel (255VM)						
31-02-06A		C	1	0	(O) May be inoperative.		
31-02-07	MID LEFT Overhead Panel (221VM)						
31-02-07A		C	1	0	(O) May be inoperative.		
31-02-08	MID RIGHT Overhead Panel (222VM)						
31-02-08A		C	1	0	(O) May be inoperative.		
31-02-09	BRAKE Panel (312VM)						
31-02-09A		C	1	0	(O) May be inoperative.		

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-19	ECAM Control Panel						
31-19-01	ECAM Control Panel 2						
31-19-01A		C	1	0	May be inoperative.		
31-19-02	System Page Manual Call pb on the ECP						
31-19-02A		C	12	0	(O) One or more may be inoperative.		
31-19-03 ***	VIDEO pb on the ECP						
31-19-03A		D	1	0	(O) May be inoperative.		
31-19-04 ***	Video dual knob on the ECP						
31-19-04A		D	1	0	May be inoperative.		
31-19-05	CLEAR pb on the ECP						
31-19-05A		C	2	1	One may be inoperative.		
31-19-06	RCL LAST pb on the ECP						
31-19-06A		C	1	0	May be inoperative.		
31-19-07	STS pb on the ECP						
31-19-07A		A	1	0	(O) May be inoperative for three flights.		
31-19-08	MORE pb on the ECP						
31-19-08A		C	1	0	May be inoperative.		
31-19-09	VALID pb on the ECP						
31-19-09A		C	2	1	One may be inoperative provided that the opposite VALID pb and its associated scroll wheel are operative.		

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-19	ECAM Control Panel						
31-19-10	Scroll Wheel on the ECP						
31-19-10A		C	2	1	One may be inoperative provided that the opposite scroll wheel and associated VALID pb are operative.		
31-19-11	T.O. CONFIG pb on the ECP						
31-19-11A		C	1	0	(O) May be inoperative.		

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-28	Tail Strike Indication					
31-28-01	Tail Strike Detection					
31-28-01A		C	1	0	(O) May be inoperative.	

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-30	Recorders					
31-30-01	Recorder System					
31-30-01A		C	—	—	Any non-DFDR function in excess of those required by 14 CFR may be inoperative.	

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-30	Recorders						
31-30-02	Digital Flight Data Recorder (DFDR)						
31-30-02A	DFDR failure occurs after pushback	A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) operates normally, and 2) The aircraft is not dispatched from an airport designated or listed in the operator's MEL unless the DFDR failure occurred after pushback but prior to takeoff, and 3) Repairs are made within eight flights or 3 consecutive calendar-days, whichever occurs first.		
31-30-02B	DFDR repairs attempted but not successful	A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) operates normally, and 2) The aircraft is not dispatched from an airport not designated or listed in the operator's MEL unless the DFDR repair was attempted but not successful, and 3) The aircraft is dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and 4) Repairs are made within eight flights or 3 consecutive calendar-days, whichever occurs first.		
31-30-02C	Required DFDR recording parameters	A	—	—	Up to three recording parameters may be inoperative provided that: 1) The cockpit voice recorder (CVR) operates normally, and 2) Repairs are made within 20 consecutive calendar-days.		

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-30	Recorders						
31-30-02	Digital Flight Data Recorder (DFDR) (Cont'd)						
31-30-02D	Non-required DFDR recording parameters	A	—	—	May be inoperative provided that repairs are made prior to the completion of the next heavy maintenance visit.		
31-30-03	Recorder Accelerometer						
31-30-03A		A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) is operative, and 2) Repairs are made within 20 consecutive calendar-days.		
31-30-04 ***	Virtual Quick Access Recorder (VQAR)						
31-30-04A	Alternate procedures for VQAR use are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.		
31-30-04B	Procedures do not require use of the VQAR	D	1	0	May be inoperative provided that operations do not require its use.		

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
31-50	Flight Warning System (FWS)					
31-50-01	FWS 2					
31-50-01A		C	1	0	(O) May be inoperative.	
31-50-02	MASTER CAUT Cancel Function					
31-50-02A		C	2	1	One may be inoperative.	
31-50-03	MASTER WARN Cancel Function					
31-50-03A		C	2	1	One may be inoperative.	
31-50-04	MASTER CAUT light					
31-50-04A		C	2	1	One may be inoperative.	
31-50-05	MASTER WARN light					
31-50-05A		C	2	1	One may be inoperative.	

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
31-60	Control and Display System					
31-60-01	OUTER DU					
31-60-01A		C	2	0	(O) One or both may be inoperative provided that: 1) Both INNER DUs are operative, and 2) Both CENTER DUs are operative, and 3) The affected OUTER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on the affected side.	
31-60-02	CENTER DU					
31-60-02A		C	2	1	(O) One may be inoperative provided that: 1) Both OUTER DUs are operative, and 2) Both INNER DUs are operative, and 3) The affected CENTER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on both sides.	
31-60-03	INNER DU					
31-60-03A		C	2	1	(O) One may be inoperative provided that: 1) Both OUTER DUs are operative, and 2) Both CENTER DUs are operative, and 3) The affected INNER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on the affected side.	

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-60	Control and Display System						
31-60-04	DU Monitoring						
31-60-04A		B	—	—	One may be inoperative provided that all the DUs are operative.		
31-60-05	Mailbox Access						
31-60-05A	One mailbox inoperative	D	2	1	One may be inoperative.		
31-60-05B	Two mailboxes inoperative and procedures do not require the use of the ATC datalink	D	2	0	(O) Both may be inoperative provided that procedures do not require the use of the ATC datalink.		
31-60-05C	Two mailboxes inoperative and alternate procedures are established and used for ATC communication	C	2	0	(O) Both may be inoperative provided that alternate procedures are established and used.		
31-60-06	CENTER LOWER DU Access						
31-60-06A	One CENTER LOWER DU Access inoperative	C	2	1	(O) One may be inoperative.		
31-60-06B	One or both CENTER LOWER DU Access inoperative with full access to the MFD	C	2	0	(O) One or both may be inoperative provided that: 1) The CAPT or the F/O OIS session is transferred to the CENTER LOWER DU, and 2) The CAPT and the F/O MFD are transferred to the CAPT and the F/O OUTER DUs, and 3) The CAPT and the F/O access to the CAPT and the F/O OUTER DUs are checked operative.		

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-60	Control and Display System						
31-60-07	DISPLAY CYCLE pb						
31-60-07A	One DISPLAY CYCLE pb inoperative	C	2	1	One may be inoperative.		
31-60-07B	Both DISPLAY CYCLE pbs inoperative	C	2	0	(O) Both may be inoperative provided that the MFD shortcut on one KCCU keyboard is checked operative.		
31-60-08	DISPLAY CYCLE pb AVAIL light						
31-60-08A		C	2	0	One or both may be inoperative.		
31-60-09	CAPT(F/O) OIS ON CENTER pb-sw						
31-60-09A		C	2	0	One or both may be inoperative.		
31-60-10	CAPT(F/O) OIS ON CENTER pb-sw INOP light						
31-60-10A		C	2	0	One or both may be inoperative.		
31-60-11	CAPT(F/O) OIS ON CENTER pb-sw ON light						
31-60-11A		C	2	0	One or both may be inoperative.		
31-60-12	OIS VIEW OFFSIDE pb-sw						
31-60-12A		C	2	0	One or both may be inoperative.		
31-60-13	OIS VIEW OFFSIDE pb INOP light						
31-60-13A		C	2	0	One or both may be inoperative.		

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
31-60	Control and Display System					
31-60-14	OIS VIEW OFFSIDE pb ON light					
31-60-14A		C	2	0	One or both may be inoperative.	
31-60-15	CDS Backup RAW Data					
31-60-15A		C	1	0	May be inoperative.	
31-60-16	CDS Backup Procedures					
31-60-16A		C	1	0	May be inoperative.	

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-62	Keyboard and Cursor Control Unit						
31-62-01	KCCU Cursor Control Device						
31-62-01A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected KCCU cursor control device is set to OFF, and 2) The associated KCCU keyboard is checked operative.		
31-62-02	KCCU Keyboard						
31-62-02A		C	2	0	(M)(O) One or both may be inoperative provided that: 1) The affected KCCU keyboard is set to OFF, and 2) The associated KCCU cursor control device is checked operative.		

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
31-66	Concentrator and Multiplexer for Video (CMV)					
31-66-01	CMV					
31-66-01A	One CMV inoperative	C	2	1	(O) One may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.	
31-66-01B	One or both CMVs inoperative and associated OIS display considered inoperative	C	2	0	(O) One or both may be inoperative provided that the OIS display is considered inoperative on the affected side. Refer to Item 46-25-01, OIS Display.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-68	Head-Up Display (HUD)					
31-68-01 ***	HUD					
31-68-01A		D	2	0	(M)(O) One or both may be inoperative. NOTE: Application of the maintenance procedure to remove the affected Head-up Combiner Unit (HCU) is only necessary when the HCU cannot be stowed.	

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-07	Indications on the <u>WHEEL</u> SD page						
32-07-01	Brake Temperature Monitoring on the <u>WHEEL</u> SD page						
32-07-01A	(A350-900 Series)	C	8	4	(M)(O) A maximum of two brake temperature indications per landing gear may be inoperative provided that: 1) The brakes associated with the operative brake temperature indications are operative, and 2) The ground brake cooling time is applied, and 3) The MLG Bay fire detection is fully operative. NOTE: Application of the maintenance procedure to deactivate the affected brake temperature sensor is not mandatory and may be applied to prevent the erroneous display of the <u>BRAKES</u> HOT alert when affected brake temperature sensor is erroneous.		
					(Continued)		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-07	Indications on the <u>WHEEL</u> SD page						
32-07-01	Brake Temperature Monitoring (Cont'd)						
32-07-01B	(A350-1000 Series)	C	12	8	(M)(O) A maximum of two brake temperature indications per landing gear may be inoperative provided that: 1) The brakes associated with the operative brake temperature indications are operative, and 2) The ground brake cooling time is applied, and 3) The MLG Bay fire detection is fully operative. NOTE: Application of the maintenance procedure to deactivate the affected brake temperature sensor is not mandatory and may be applied to prevent the erroneous display of the <u>BRAKES</u> HOT alert when affected brake temperature sensor is erroneous.		
32-07-02	Tire Pressure Monitoring on the <u>WHEEL</u> SD page						
32-07-02A		D	–	0	(M) One or more tire pressure indications may be inoperative provided that the pressure of the affected tire is checked every calendar-day. NOTE: Application of the maintenance procedure to deactivate the affected tire pressure sensor is only necessary when the affected tire pressure sensor is erroneous.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-09	Dispatch Messages						
32-09-01	BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT Message						
32-09-01A		C	—	—	(O) One may be displayed on the <u>DISPATCH</u> page provided that: 1) Both brakes control systems are operative, and 2) The CAPT brake pedals are checked operative when the CAPT side is affected.		
32-09-02	BRAKES REMOTE BRK CTL INPUT Message						
32-09-02A		C	—	—	May be displayed on the <u>DISPATCH</u> page.		
32-09-03	BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT Message						
32-09-03A		C	—	—	A maximum of three may be displayed on the <u>DISPATCH</u> page provided that both brakes control systems are operative.		
32-09-04	L/G MAIN L/G RAPID EXTENSION Message						
32-09-04A		C	—	—	(M) May displayed provided that the main landing gear retraction actuator is visually inspected.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-09	Dispatch Messages						
32-09-05	L/G MAIN(NOSE) L/G HYD MECH Message (A350-900 Series)						
32-09-05A		B	—	—	(M) One or both may be displayed provided that: 1) Landing gear doors are closed, and 2) A cover is installed on the L/G lever, and 3) A locking pin is installed on the affected landing gear, and 4) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 5) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		
32-09-06	L/G GRVTY EXTN A(B) Message (A350-900 Series)						
32-09-06A		B	—	—	(M) One may be displayed provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-09	Dispatch Messages						
32-09-07	L/G SAFETY INTERLOCK Message (A350-900 Series)						
32-09-07A		B	—	—	(M) May be displayed provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		
32-09-08	L/G ADIRS SPEED DISAGREE Message (A350-900 Series)						
32-09-08A		B	—	—	(M) May be displayed provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-31	Extension and Retraction						
32-31-01	Landing Gear Control						
32-31-01A		C	2	1	(M) One may be inoperative provided that: 1) The associated landing gear gravity extension channel is checked operative before each flight, and 2) CPIOM H61, H62, H63, and H64 are checked to be in the same software configuration.		
32-31-02	Landing Gear Pressure Transducer						
32-31-02A		C	2	0	(M) One or both may be inoperative provided that the associated isolation valve is checked operative.		
32-31-03	Main Landing Gear Retraction System						
32-31-03A	One retraction system inoperative	C	2	1	(M) One may be inoperative provided that the affected main landing gear retraction system is deactivated.		
32-31-03B	Both retraction systems inoperative (A350-900 Series)	B	2	0	(M) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-31	Extension and Retraction						
32-31-04	Nose Landing Gear Retraction System						
32-31-04A	One retraction system inoperative	C	2	1	(M) One may be inoperative provided that the affected nose landing gear retraction system is deactivated.		
32-31-04B	Both retraction systems inoperative (A350-900 Series)	B	2	0	(M) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		
32-31-05	Landing Gear Independent Downlock Source						
32-31-05A		C	1	0	May be inoperative.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-31	Extension and Retraction						
32-31-06	Main Landing Gear Downlock Spring (A350-900 Series)						
32-31-06A		B	4	0	(M) One or more may be missing provided that: 1) A cover is installed on the L/G lever, and 2) A locking pin is installed on the affected landing gear, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		
32-31-07	Landing Gear Uplock (A350-900 Series)						
32-31-07A		B	3	2	(M) One may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 3) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-31	Extension and Retraction					
32-31-08	Landing Gear Bogie Monitoring (A350-1000 Series)					
32-31-08A		A	2	1	One may be inoperative for 10 consecutive calendar-days provided that two radio altimeters are operative.	

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-32	Emergency Extension						
32-32-01	Landing Gear Gravity Extension Redundancy						
32-32-01A	One gravity extension redundancy inoperative	C	2	1	(M) One may be inoperative provided that: 1) Both landing gear control systems are operative, and 2) The non-affected landing gear gravity extension channel is checked operative.		
32-32-01B	Both gravity extension redundancies inoperative (A350-900 Series)	B	2	0	(M) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-32	Emergency Extension						
32-32-02	Landing Gear Gravity Extension Degraded						
32-32-02A	One gravity extension degraded	A	2	1	(M) One may be degraded for 10 consecutive calendar-days provided that: 1) Both landing gear control systems are operative, and 2) The non-affected landing gear gravity extension channel is checked operative.		
32-32-02B	Both gravity extensions degraded (A350-900 Series)	B	2	0	(M) Both may be inoperative provided that: 1) A cover is installed on the L/G lever, and 2) Locking pins are installed on the landing gears, and 3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and 4) The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.		
32-32-03	Landing Gear Gravity Extension Module Installation						
32-32-03A		C	2	0	(M) One or both may be inoperative provided that the associated gravity extension channel is checked operative.		
32-32-04	Landing Gear APP Level Monitoring						
32-32-04A		C	2	0	(M) One or both may be inoperative provided that the APP fluid level is visually checked in the associated reservoir before each flight.		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-32	Emergency Extension					
32-32-05	Landing Gear Gravity Extension Test					
32-32-05A		C	2	0	(M) One or both may be inoperative provided that the SSPC dedicated to the test circuit of the associated landing gear gravity extension channel is checked closed.	

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-33	Ground Door Opening System						
32-33-01	Ground Door Opening System						
32-33-01A	(A350-900 Series)	C	3	0	(M) One or more may be inoperative provided that: 1) The associated landing gear doors are checked closed and locked before each flight, and 2) The associated ground door opening system is deactivated.		
32-33-01B	(A350-1000 Series)	C	3	0	(M) One or more may be inoperative provided that: 1) The associated landing gear doors are checked closed and locked before each flight, and 2) The associated ground door opening system is checked to be in FLIGHT mode, and 3) The associated ground door opening system is deactivated.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-41	Wheels						
32-41-01	Nose Wheel Tie Bolt						
32-41-01A		A	24	22	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected wheel tie bolt is removed, and 2) The associated wheel is checked for absence of damage.		
32-41-02	Main Wheel Tie Bolt						
32-41-02A	Goodrich MLG wheels (A350-900 Series with MP L41056/ MOD 100080)	A	160	152	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected wheel tie bolt is removed, and 2) The associated wheel is checked for absence of damage.		
32-41-02B	SLS MLG wheels (A350-900 Series with MP L42808/ MOD 109632)	A	144	136	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected tie bolt is fitted on a wheel P/N C20674700, and 2) The affected wheel tie bolt is removed, and 3) The associated wheel and brake are checked for absence of damage.		
32-41-02C	Goodrich and SLS MLG wheels (A350-1000 Series)	A	—	—	(M) One may be broken or missing on each wheel for five flights provided that: 1) The affected wheel tie bolt is removed, and 2) The associated wheel is checked for absence of damage.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-01	Normal Wheel Brake 01						
32-42-01A	Brake 01 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-01B	Brake 01 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 01 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-01	Normal Wheel Brake 01 (Cont'd)						
32-42-01C	Brake 01 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-01D	Brake 01 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 01 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-01	Normal Wheel Brake 01 (Cont'd)						
32-42-01E	Brake 01 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-01F	Brake 01 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Wheel brake 01 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-02	Normal Wheel Brake 02						
32-42-02A	Brake 02 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-02B	Brake 02 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 02 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-02	Normal Wheel Brake 02 (Cont'd)						
32-42-02C	Brake 02 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-02D	Brake 02 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 02 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-02	Normal Wheel Brake 02 (Cont'd)						
32-42-02E	Brake 02 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-02F	Brake 02 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Wheel brake 02 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-03	Normal Wheel Brake 03						
32-42-03A	Brake 03 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-03B	Brake 03 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 03 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-03	Normal Wheel Brake 03 (Cont'd)						
32-42-03C	Brake 03 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-03D	Brake 03 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 03 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-03	Normal Wheel Brake 03 (Cont'd)						
32-42-03E	Brake 03 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-03F	Brake 03 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 03 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-04	Normal Wheel Brake 04						
32-42-04A	Brake 04 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-04B	Brake 04 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 04 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-04	Normal Wheel Brake 04 (Cont'd)						
32-42-04C	Brake 04 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-04D	Brake 04 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 04 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-04	Normal Wheel Brake 04 (Cont'd)						
32-42-04E	Brake 04 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-04F	Brake 04 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 04 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-05	Normal Wheel Brake 05						
32-42-05A	Brake 05 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-05B	Brake 05 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-05	Normal Wheel Brake 05 (Cont'd)						
32-42-05C	Brake 05 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-05D	Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-05	Normal Wheel Brake 05 (Cont'd)						
32-42-05E	Brake 05 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-05F	Brake 05 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-06	Normal Wheel Brake 06						
32-42-06A	Brake 06 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 07, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-06B	Brake 06 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 06 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-06	Normal Wheel Brake 06 (Cont'd)						
32-42-06C	Brake 06 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-06D	Brake 06 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 06 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-06	Normal Wheel Brake 06 (Cont'd)						
32-42-06E	Brake 06 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in normal braking mode, and 2) Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-06F	Brake 06 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in normal braking mode, and 2) Wheel brake 06 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-07	Normal Wheel Brake 07						
32-42-07A	Brake 07 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 08 are operative in normal braking mode, and 2) Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-07B	Brake 07 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 08 are operative in normal braking mode, and 2) Wheel brake 07 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-07	Normal Wheel Brake 07 (Cont'd)						
32-42-07C	Brake 07 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-07D	Brake 07 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 07 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-07	Normal Wheel Brake 07 (Cont'd)						
32-42-07E	Brake 07 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-07F	Brake 07 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 07 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-08	Normal Wheel Brake 08						
32-42-08A	Brake 08 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 07 are operative in normal braking mode, and 2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-08B	Brake 08 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 07 are operative in normal braking mode, and 2) Wheel brake 08 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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MMEL TABLE KEY							
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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-08	Normal Wheel Brake 08 (Cont'd)						
32-42-08C	Brake 08 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-08D	Brake 08 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 08 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and 4) Flight performance penalties are applied.		
(Continued)							

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-08	Normal Wheel Brake 08 (Cont'd)						
32-42-08E	Brake 08 in released configuration (A350-1000 Series)	C	1	0	(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-08F	Brake 08 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 08 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-09	Normal Wheel Brake 09 (A350-1000 Series)						
32-42-09A	Brake 09 in released configuration	C	1	0	(O) The wheel brake 09 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 09 is detected via the BRAKES BRK 09 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-09B	Brake 09 in residual braking configuration or damaged	C	1	0	(M)(O) The wheel brake 09 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 09 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 09 is detected via the BRAKES RESIDUAL BRAKING ON BRK 09 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-10	Normal Wheel Brake 10 (A350-1000 Series)						
32-42-10A	Brake 10 in released configuration	C	1	0	(O) The wheel brake 10 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 09, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 10 is detected via the BRAKES BRK 10 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-10B	Brake 10 in residual braking configuration or damaged	C	1	0	(M)(O) The wheel brake 10 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 06, 07, 09, 11, and 12 are operative in normal braking mode, and 2) Wheel brake 10 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 10 is detected via the BRAKES RESIDUAL BRAKING ON BRK 10 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-11	Normal Wheel Brake 11 (A350-1000 Series)						
32-42-11A	Brake 11 in released configuration	C	1	0	(O) The wheel brake 11 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 11 is detected via the BRAKES BRK 11 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-11B	Brake 11 in residual braking configuration or damaged	C	1	0	(M)(O) The wheel brake 11 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 12 are operative in normal braking mode, and 2) Wheel brake 11 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 11 is detected via the BRAKES RESIDUAL BRAKING ON BRK 11 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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MMEL TABLE KEY							
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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-12	Normal Wheel Brake 12 (A350-1000 Series)						
32-42-12A	Brake 12 in released configuration	C	1	0	(O) The wheel brake 12 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 11 are operative in normal braking mode, and 2) Failure of wheel brake 12 is detected via the BRAKES BRK 12 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.		
32-42-12B	Brake 12 in residual braking configuration or damaged	C	1	0	(M)(O) The wheel brake 12 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 07, 08, 09, 10, and 11 are operative in normal braking mode, and 2) Wheel brake 12 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 12 is detected via the BRAKES RESIDUAL BRAKING ON BRK 12 message on the DISPATCH page, and 4) Flight performance penalties are applied.		

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-13	Remote Brakes Control Unit Channel A					
32-42-13A		C	2	1	One may be inoperative.	
32-42-14	Remote Brakes Control Unit Channel B					
32-42-14A		C	2	1	(O) One may be inoperative provided that: 1) Both brakes control systems are operative, and 2) Both RBCU channel A are operative, and 3) CAPT and F/O brake pedal transmitter units are operative.	
32-42-15	Green(Yellow) Brake Pressure Limiting System				Deleted, Revision 2.	
32-42-16	Normal Brake Servo Valve Redundancy					
32-42-16A		C	1	0	May be inoperative.	
32-42-17	Green(Yellow) Normal Brake Selector Valve Redundancy					
32-42-17A		C	2	0	One or both may be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-18	Wheel Brake Pressure Transducer						
32-42-18A	(A350-900 Series)	C	8	6	(O) One may be inoperative on each wheel group (green or yellow).		
32-42-18B	(A350-1000 Series)	C	12	8	(O) A maximum of two may be inoperative on each wheel group (green or yellow).		
32-42-19	Green Normal Brake Selector Valve Pressure Transducer						
32-42-19A	(A350-900 Series)	C	2	1	One may be inoperative.		
32-42-19B	Green rear wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	One may be inoperative.		
32-42-19C	Green center wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	(O) One may be inoperative provided that wheel brakes 05 and 07 pressure transducers are operative.		
32-42-20	Yellow Normal Brake Selector Valve Pressure Transducer						
32-42-20A	(A350-900 Series)	C	2	1	One may be inoperative.		
32-42-20B	Yellow front wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	One may be inoperative.		
32-42-20C	Yellow center wheels NBSELV PT inoperative (A350-1000 Series)	C	2	1	(O) One may be inoperative provided that wheel brake pressure transducers 06 and 08 are operative.		
32-42-21	Brakes Control System						
32-42-21A		C	2	1	One may be inoperative.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-42	Normal Braking						
32-42-22	A/BRK pb						
32-42-22A		C	1	0	(O) May be inoperative.		
32-42-23	A/BRK pb light						
32-42-23A		C	1	0	(O) May be inoperative.		
32-42-24	BRAKE RWY COND selector						
32-42-24A		C	1	0	(O) May be inoperative.		
32-42-25	BTV						
32-42-25A		C	1	0	(O) May be inoperative.		
32-42-26	ROW/ROP						
32-42-26A		C	1	0	(O) May be inoperative.		
32-42-27	Auto Brake						
32-42-27A		C	1	0	(O) May be inoperative provided that none of the following messages are displayed on the DISPATCH page: - BRAKES G ACCU REINFLATE, or - BRAKES Y ACCU REINFLATE.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-43	Alternate Braking						
32-43-01	Alternate Wheel Brake 01						
32-43-01A	(A350-1000 Series)	C	1	0	(O) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05, 06, 08, 09, and 10 are operative in alternate braking mode.		
32-43-01B	(A350-900 Series)	C	1	0	(O) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05, and 06 are operative in alternate braking mode.		
32-43-02	Alternate Wheel Brake 02						
32-43-02A	(A350-1000 Series)	C	1	0	(O) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in alternate braking mode.		
32-43-02B	(A350-900 Series)	C	1	0	(O) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05, and 06 are operative in alternate braking mode.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-43	Alternate Braking						
32-43-03	Alternate Wheel Brake 03						
32-43-03A	(A350-1000 Series)	C	1	0	(O) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in alternate braking mode.		
32-43-03B	(A350-900 Series)	C	1	0	(O) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 07, and 08 are operative in alternate braking mode.		
32-43-04	Alternate Wheel Brake 04						
32-43-04A	(A350-1000 Series)	C	1	0	(O) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in alternate braking mode.		
32-43-04B	(A350-900 Series)	C	1	0	(O) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 07, and 08 are operative in alternate braking mode.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-43	Alternate Braking						
32-43-05	Alternate Wheel Brake 05						
32-43-05A	(A350-1000 Series)	C	1	0	(O) The wheel brake 05 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in alternate braking mode.		
32-43-05B	(A350-900 Series)	C	1	0	(O) The wheel brake 05 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 06, 07, and 08 are operative in alternate braking mode.		
32-43-06	Alternate Wheel Brake 06						
32-43-06A	(A350-1000 Series)	C	1	0	(O) The wheel brake 06 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in alternate braking mode.		
32-43-06B	(A350-900 Series)	C	1	0	(O) The wheel brake 06 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 07, and 08 are operative in alternate braking mode.		

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-43	Alternate Braking						
32-43-07	Alternate Wheel Brake 07						
32-43-07A	(A350-1000 Series)	C	1	0	(O) The wheel brake 07 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in alternate braking mode.		
32-43-07B	(A350-900 Series)	C	1	0	(O) The wheel brake 07 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06, and 08 are operative in alternate braking mode.		
32-43-08	Alternate Wheel Brake 08						
32-43-08A	(A350-1000 Series)	C	1	0	(O) The wheel brake 08 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in alternate braking mode.		
32-43-08B	(A350-900 Series)	C	1	0	(O) The wheel brake 08 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06, and 07 are operative in alternate braking mode.		
32-43-09	Alternate Wheel Brake 09 (A350-1000 Series)						
32-43-09A		C	1	0	(O) The wheel brake 09 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in alternate braking mode.		

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32. LANDING GEAR						
Sequence No.	Item	1	2	3	4	Change Bar
32-43	Alternate Braking					
32-43-10	Alternate Wheel Brake 10 (A350-1000 Series)					
32-43-10A		C	1	0	(O) The wheel brake 10 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 06, 07, 09, 11, and 12 are operative in alternate braking mode.	
32-43-11	Alternate Wheel Brake 11 (A350-1000 Series)					
32-43-11A		C	1	0	(O) The wheel brake 11 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 07, 08, 09, 10, and 12 are operative in alternate braking mode.	
32-43-12	Alternate Wheel Brake 12 (A350-1000 Series)					
32-43-12A		C	1	0	(O) The wheel brake 12 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 07, 08, 09, 10, and 11 are operative in alternate braking mode.	
32-43-13	ACCU GREEN(YELLOW) Pressure Indicator					
32-43-13A		C	2	0	(O) One or both may be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-43	Alternate Braking						
32-43-14	ACCU REINFLATE pb						
32-43-14A		C	1	0	(M) May be inoperative provided that the accumulators are refilled through interactive BITE if the accumulator pressure indications are not in the green arc.		
32-43-15	Green(Yellow) Alternate Brake Selector Valve Pressure Transducer						
32-43-15A		C	2	0	One or both may be inoperative.		
32-43-16	Alternate Brake Servo Valve Redundancy						
32-43-16A		C	1	0	(O) May be inoperative provided that both remote brakes control unit channels B are operative.		
32-43-17	Alternate Brake Selector Valve Redundancy						
32-43-17A		C	1	0	(O) May be inoperative provided that both remote brakes control unit channels B are operative.		
32-43-18	Green(Yellow) Accumulator Reinflate Valve Redundancy						
32-43-18A		C	2	0	One or both may be inoperative.		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-45	Parking Braking					
32-45-01	Green(Yellow) Parking Brake Selector Valve					
32-45-01A		C	2	1	(O) One may be inoperative provided that: 1) All brakes associated with the non-affected hydraulic system are operative, and 2) Before chocks removal the brake accumulator associated with the non-affected hydraulic system is refilled (green zone) through the associated electrical motor pump.	

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-48	Brake Cooling						
32-48-01 ***	Brake Fan						
32-48-01A	Brake fan system not used	D	—	0	(O) One or more may be inoperative provided that the brake fan system is not used.		
32-48-01B	Brake fan system available on the non-affected brakes	D	—	0	(M) One or more may be inoperative provided that the affected brake fan is deactivated.		
32-48-02 ***	BRAKE FAN pb HOT light						
32-48-02A		D	1	0	May be inoperative.		
32-48-03 ***	BRAKE FAN pb ON light						
32-48-03A		D	1	0	May be inoperative.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-50	Steering						
32-50-01	Steering Tiller (Handwheel)						
32-50-01A		C	2	1	(M)(O) One may be inoperative provided that the affected steering tiller (handwheel) is deactivated.		
32-50-02	NWS Disconnection Function						
32-50-02A	Towing mode not available when the NWS DISCONNECT switch is in the towing position	C	1	0	(O) May be inoperative provided that: 1) The engine master levers are set to OFF for towing, and 2) The EMPs are set to OFF for towing.		
32-50-02B	NWS DISCONNECT panel deactivated	C	1	0	(M)(O) May be inoperative provided that: 1) The NWS DISCONNECT panel is deactivated, and 2) The engine master levers are set to OFF for towing, and 3) The EMPs are set to OFF for towing.		
32-50-03	Steering Pedal Disconnection pb						
32-50-03A		C	2	0	(O) One or both may be inoperative.		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-51	Nose Wheel Steering Control System					
32-51-01	Steering Control					
32-51-01A		C	2	1	One may be inoperative.	

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4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-61	Indicating and Warning					
32-61-01	DOWN Red Arrow light on the L/G lever					
32-61-01A		C	1	0	May be inoperative.	

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
32-81	Landing Gear Management System						
32-81-01	Landing Gear Monitoring System						
32-81-01A	One landing gear monitoring system inoperative	C	2	1	One may be inoperative.		
32-81-01B	Both landing gear monitoring systems inoperative	C	2	0	Both may be inoperative provided that: 1) The brake temperature indications on the <u>WHEEL</u> SD page are operative, and 2) The affected tire pressure indications are considered inoperative. Refer to Item 32-07-02, Tire Pressure Monitoring on the <u>WHEEL</u> SD page.		

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-01	INT LT Overhead Panel					
33-01-01	TEST Function of the ANN LT sw					
33-01-01A		C	1	0	May be inoperative.	
33-01-02	DIM Function of the ANN LT sw					
33-01-02A		C	1	0	May be inoperative provided that the BRT function of the ANN LT sw is operative.	
33-01-03	BRT Function of the ANN LT sw					
33-01-03A		C	1	0	May be inoperative for night operations.	

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-02	SIGNS Overhead Panel						
33-02-01	AUTO Function of SEAT BELTS sw						
33-02-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.		
33-02-02	AUTO Function of NO SMOKING/ NO SMKG/NO PED sw						
33-02-02A		C	—	0	(O) May be inoperative provided that alternate procedures are established and used.		
33-02-03	EMER EXIT LT sw OFF light						
33-02-03A		C	1	0	May be inoperative.		
33-02-04	AUTO Function of NO MOBILE sw						
33-02-04A		C	1	0	May be inoperative.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-10	Cockpit						
33-10-01	Cockpit Lighting (Ambient Lighting, Instrument and Panel Lighting, Pilot Utilities Lighting, Instrument and Panel Integrated Lighting)						
33-10-01A		C	—	—	May be inoperative provided that the lighting is sufficient to clearly illuminate all instruments and controls.		
					NOTE: The pilot utilities lighting includes the following:		
					- The CAPT(F/O) reading light,		
					- The CAPT(F/O) map holder light,		
					- The CAPT(F/O) sliding table light, and		
					- The CAPT(F/O) outer main instrument panel light.		
33-10-02	Utilities Lighting (Except Pilot Utilities Lighting)						
33-10-02A		D	—	0	One or more may be inoperative.		
					NOTE: The utilities lighting includes:		
					- The third (fourth) cockpit occupant reading light,		
					- The third (fourth) cockpit occupant console light,		
					- The coat stowage lights, and		
					- The eye reference light.		

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
33-21	Cabin, CRC General Illumination					
33-21-01	Cabin Lighting					
33-21-01A	Aircraft with photoluminescent Floor Path Marking System	C	—	—	(O) One or more lights may be inoperative provided that: 1) The lighting is sufficient for the flight attendants to perform their duties, and 2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System.	
33-21-01B	Aircraft with LED-based Floor Path Marking System	C	—	—	One or more lights may be inoperative provided that the lighting is sufficient for the flight attendants to perform their duties.	
33-21-02	Lavatory Lighting					
33-21-02A	Affected lavatory used	D	—	—	One or more lights may be inoperative provided that remaining lighting is sufficient.	
33-21-02B	Affected lavatory not used	C	—	0	One or more lights may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
33-21-03 ***	Cabin Crew Rest Compartment Lighting					
33-21-03A	CCRC used	D	—	—	One or more lights may be inoperative provided that the lighting is sufficient for the cabin crew to access their bunk.	
33-21-03B	CCRC not used	D	—	0	One or more may be inoperative provided that the CCRC is locked closed and is placarded inoperative.	

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
33-21	Cabin, CRC General Illumination					
33-21-04 ***	Flightcrew Rest Compartment Lighting					
33-21-04A	FCRC used	C	–	–	One or more lights may be inoperative provided that the lighting is sufficient for the flightcrew to access their bunk or seat.	
33-21-04B	FCRC not used	D	–	0	One or more may be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) Procedures do not require its use.	

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-26	Lighted Signs						
33-26-01	Cabin Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt, Return to Seat)						
33-26-01A	Affected seat used	C	—	—	(O) One or more may be inoperative provided that: 1) Passenger address system operates normally, and 2) Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.		
33-26-01B	Affected seat not used	C	—	—	One or more may be inoperative provided that the seats from which a cabin sign is not readily legible are placarded inoperative and are not used.		
33-26-02	Lavatory Sign (Return to Seat)						
33-26-02A	Lavatory used	C	—	—	(O) One or more may be inoperative provided that: 1) Passenger address system operates normally, and 2) Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.		
33-26-02B	Lavatory not used	C	—	—	One or more may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-26	Lighted Signs						
33-26-03 ***	Cabin Crew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt)						
33-26-03A	Alternate procedures used	C	–	0	(O) One or more may be inoperative provided that alternate procedures are established and used.		
33-26-03B	Bed belts fastened	D	–	0	One or more may be inoperative provided that: 1) The bed belt is fastened when the bed is occupied, and 2) Smoking in the CCRC is prohibited, and 3) PED/mobile phones are permanently switched off in the CCRC.		
33-26-03C	CCRC not used	D	–	0	One or more may be inoperative provided that the CCRC is locked closed and is placarded inoperative.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-26	Lighted Signs						
33-26-04	Flightcrew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belts)						
33-26-04A	Alternate procedures used	C	—	0	(O) One or more may be inoperative provided that alternate procedures are established and used.		
33-26-04B	Seat/Bed belts fastened	D	—	0	One or more may be inoperative provided that: 1) The seat belt or bed belt is fastened when the bed or seat is occupied, and 2) Smoking in the FCRC is prohibited, and 3) PED/mobile phone are permanently switched off in the FCRC.		
33-26-04C	FCRC not used	D	—	0	One or more may be inoperative provided that: 1) The FCRC is locked closed placarded inoperative, and 2) Procedures do not require its use.		
33-26-05	Return to Cabin Sign in the CCRC				Deleted, Revision 3.		

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33. LIGHTS

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33-30	Cargo and Service Compartments					
33-30-01	Cargo and Service Compartment Lighting					
33-30-01A		D	—	—	Individual lights may be inoperative provided that sufficient lighting remains for ground personnel to perform their duties.	

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-40	Exterior Lighting						
33-40-01	Beacon Light						
33-40-01A		C	2	0	(O) One or more may be inoperative provided that the strobe lights are operative.		
33-40-02	Landing Light Bulb						
33-40-02A	A maximum of three bulbs inoperative	C	6	3	A maximum of three bulbs may be inoperative.		
33-40-02B	Four or more bulbs inoperative	C	6	0	Four or more bulbs may be inoperative provided that night operations are not conducted.		
33-40-03	Logo Light						
33-40-03A		D	2	0	One or both may be inoperative.		
33-40-04	NAV Light 1						
33-40-04A	NAV lights 2 checked operative	C	3	0	(O) One or more NAV lights 1 may be inoperative provided that NAV lights 2 are checked operative.		
33-40-04B	Operations from sunset to sunrise are not conducted	C	3	0	One or more NAV lights 1 may be inoperative provided that operations from sunset to sunrise are not conducted.		
33-40-05	NAV Light 2						
33-40-05A		C	3	0	One or more NAV lights 2 may be inoperative.		

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
33-40	Exterior Lighting					
33-40-06	Taxi and Runway Turn Off Light Function					
33-40-06A		C	1	0	May be inoperative. NOTE: The taxi and runway turn off light function is considered inoperative when: - The taxi light is failed, or - One or both runway turn off lights are failed.	
33-40-07	Strobe Light					
33-40-07A		C	3	0	One or more may be inoperative. NOTE 1: The LH (RH) wingtip strobe light is considered inoperative when both light units are inoperative, no MEL entry is required if only one light unit is inoperative. NOTE 2: The rearward strobe light is considered inoperative when one light unit is inoperative.	
33-40-08 ***	Taxi Aid Camera Light					
33-40-08A		D	4	0	One or more may be inoperative.	
33-40-09	Takeoff Light Function					
33-40-09A		C	1	0	May be inoperative. NOTE: The takeoff light function is considered inoperative when five or six bulbs are failed, no MEL entry is required if at least two bulbs are operative.	

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-40	Exterior Lighting					
33-40-10	Wing and Engine Scan Light					
30-40-10A		C	2	0	One or both may be inoperative provided that ground deicing procedures do not require their use.	
33-40-11	Exterior Light Control Degraded					
33-40-11A		B	1	0	(M)(O) May be degraded provided that: 1) The lower beacon light and the landing lights are deactivated, and 2) The strobe lights are operative, and 3) Night operations are not conducted.	

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-50	Emergency Lighting						
33-50-01	Ceiling Emergency LED Light						
33-50-01A		C	—	—	One or more non-adjacent LEDs may be inoperative.		
33-50-02	Cabin Door Emergency Spotlight						
33-50-02A	One spotlight inoperative on each cabin door	C	16	8	One may be inoperative on each cabin door.		
33-50-02B	Two spotlights inoperative on one cabin door	A	16	7	One or more may be inoperative provided that: 1) Cabin door that has both spotlights inoperative is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to Item 52-10-01, Cabin Door/Slide/Raft.		
33-50-03	Middle Section of the Cross-Aisle Emergency Spotlight						
33-50-03A		C	8	4	One may be inoperative in the middle section of each cross-aisle.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-50	Emergency Lighting						
33-50-04	Cabin EXIT Sign (EXIT Marking, EXIT Location)						
33-50-04A	A maximum of three non-adjacent LEDs inoperative	C	—	—	A maximum of three non-adjacent LEDs may be inoperative in one or more signs.		
33-50-04B	Four or more non-adjacent LEDs, or two adjacent LEDs inoperative	A	—	—	Four or more non-adjacent LEDs, or two adjacent LEDs, may be inoperative in one or more signs provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		
33-50-05	Door Sill Light						
33-50-05A		A	8	7	One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-50	Emergency Lighting						
33-50-06 ***	Photo Luminescent Floor Path Marking System						
33-50-06A		C	—	—	One or more strips may be inoperative or missing provided that: 1) The length of each affected section does not exceed 9.75 in (0.25 m), and 2) The affected sections are not opposite each other, and 3) The distance between each affected section is more than 78.75 in (2 m), and 4) No more than 4 sections in each aisle are affected, and 5) The sections marking right angle intersections, including cross-aisles, are operative, and 6) All sections within 39.4 in (1 m) of the strips marking right angle intersections are operative.		
33-50-07 ***	LED Floor Path Marking System (seat-mounted light, wall-mounted light, edge-mounted light)						
33-50-07A		C	—	—	One or more may be inoperative in accordance with Airbus vertical separation analysis produced for the specific original aircraft cabin layout.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-50	Emergency Lighting						
33-50-08	Floor Path Marking EXIT Identifier						
33-50-08A		A	14	12	One or both associated with one cabin door may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		
33-50-09	Lavatory Emergency Lighting						
33-50-09A		C	—	0	One or more may be inoperative.		
33-50-10 ***	FCRC Emergency Light						
33-50-10A	FCRC flashlight operative	C	3	0	One or more may be inoperative provided that the flashlight dedicated to the flightcrew rest compartment is operative.		
33-50-10B	FCRC locked closed	D	3	0	One or more may be inoperative provided that: 1) The flightcrew rest compartment is locked closed and is placarded inoperative, and 2) Procedures do not require its use.		

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33-50	Emergency Lighting						
33-50-11 ***	CCRC Emergency Light						
33-50-11A	Two flashlight available in CCRC	C	—	0	One or more may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).		
33-50-11B	CCRC locked closed	D	—	0	One or more may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded inoperative.		
33-50-12 ***	CCRC EXIT Sign						
33-50-12A	A maximum of three non-adjacent LEDs inoperative	D	2	0	A maximum of three non-adjacent LEDs may be inoperative in one or both signs.		
33-50-12B	Two flashlight available in CCRC	C	2	0	One or both may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).		
33-50-12C	CCRC not used	D	2	0	One or both may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded inoperative.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-50	Emergency Lighting						
33-50-13	Evacuation Area Light						
33-50-13A	Other than night operations	C	8	0	One or more may be inoperative provided that night operations are not conducted.		
33-50-13B	Affected cabin door not used	A	8	7	(O) One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		
33-50-14	Escape Slide Lighting						
33-50-14A	Other than night operations	C	8	0	One or more may be inoperative provided that night operations are not conducted.		
33-50-14B	Associated cabin door considered inoperative	A	8	7	(O) One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-50	Emergency Lighting						
33-50-15	Emergency Power Supply Unit						
33-50-15A	EPSU 1R, or 2L(R), or 3L(R) inoperative	A	8	7	(O) EPSU 1R, or 2L(R), or 3L(R) may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		
33-50-15B	EPSU 1L inoperative	A	8	7	(O) EPSU 1L may be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) Procedures do not require the use of the FCRC, and 3) The cabin door 1L is considered inoperative, and 4) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		
33-50-15C	EPSU 4L or 4R inoperative	A	8	7	(O) EPSU 4L or 4R may be inoperative provided that: 1) The CCRC is locked closed and placarded inoperative, and 2) The associated cabin door is considered inoperative, and 3) Repairs are made within 1 flight day. Refer to item 52-10-01, Cabin Door/Slide/Raft.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-01	ADIRS Overhead Panel						
34-01-01	ADR pb FAULT light						
34-01-01A		C	3	0	One or more may be inoperative.		
34-01-02	ADR pb OFF light						
34-01-02A		C	3	0	One or more may be inoperative.		
34-01-03	IR pb FAULT light						
34-01-03A		C	3	0	One or more may be inoperative.		
34-01-04	IR pb OFF light						
34-01-04A		C	3	0	One or more may be inoperative.		
34-01-05	ON BAT light						
34-01-05A		C	1	0	May be inoperative.		
34-01-31	ADIRS Mode selector						
34-01-31A	NAV position inoperative	C	3	2	(O) The NAV position of one ADIRS mode selector may be inoperative provided that the affected ADIRS mode selector is set to ATT.		
34-01-31B	ATT position inoperative	C	3	2	(O) The ATT position of one ADIRS mode selector may be inoperative.		
34-01-31C	OFF position inoperative	C	3	2	(M) The OFF position of one ADIRS mode selector may be inoperative provided that the associated ADIRS is deactivated.		
					Refer to Item 34-12-01, ADR.		
					Refer to Item 34-12-02, IR.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-11	ADR Probes						
34-11-01	MFP						
34-11-01A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.		
34-11-02	Static Probe						
34-11-02A		C	6	4	One or two may be inoperative on the same ADR provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.		
34-11-03	Sideslip Probe						
34-11-03A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01, ADR.		
34-11-04	AOA 4 Probe						
34-11-04A		C	1	0	(M) May be inoperative provided that: 1) All ADRs, their associated probes, and their associated heating functions are operative, and 2) The electrical supply to the AOA 4 probe is deactivated.		
34-11-05	OAT Probe						
34-11-05A		C	2	1	(O) One may be inoperative.		

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34-12	ADIRS					
34-12-01	ADR					
34-12-01A		C	3	2	(O) One may be inoperative provided that the associated ADR pb is set to OFF.	
34-12-02	IR					
34-12-02A		C	3	2	(O) One may be inoperative provided that the associated IR pb is set to OFF.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-13	Air Data					
34-13-01	MFP TAT Function					
34-13-01A		C	3	1	(O) One or two may be inoperative.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-17	Switching Panel on the Main Instrument Panel					
34-17-01	AIR DATA selector					
34-17-01A		C	1	0	(O) The CAPT ON BKUP position or the F/O ON BKUP position may be inoperative provided that the AIR DATA selector is set to the AUTO position.	

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-20	Standby Navigation Systems						
34-20-01	ISIS						
34-20-01A ***	Right ISIS inoperative	C	2	1	(O) The right ISIS may be inoperative.		
34-20-01B	Left ISIS inoperative	C	2	1	(O) The left ISIS may be inoperative.		
34-20-02	Airspeed Indication on SFD						
34-20-02A ***	Airspeed indication inoperative on right ISIS	D	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND mode or to Off.		
34-20-02B	Airspeed indications inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND mode or to OFF.		
34-20-02C	All airspeed indications on SFD inoperative	C	—	0	All may be inoperative provided that: 1) The altitude indication on SFD is operative, and 2) The three ADRs are operative, and 3) One AP is operative, and 4) The autothrust is operative, and 5) The AFS control panel is operative.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-20	Standby Navigation Systems						
34-20-03	Altitude Indication on SFD						
34-20-03A ***	Altitude indication inoperative on right ISIS	D	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.		
34-20-03B	Altitude indication inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.		
34-20-03C	All altitude indications on SFD inoperative	C	–	0	All may be inoperative provided that: 1) The aircraft is operated in day VMC, and 2) One AP is operative, and 3) The three ADRs are operative, and 4) The autothrust is operative, and 5) The AFS control panel is operative.		
34-20-04	Attitude Indication on SFD						
34-20-04A ***	Attitude indications inoperative on right ISIS	C	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.		
34-20-04B	Attitude indications inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.		
34-20-05	Mach Number Indication on SFD						
34-20-05A ***	One mach number indication inoperative and affected ISIS set to SND	D	2	1	One may be inoperative provided that the affected ISIS is set to SND.		
34-20-05B	All mach number indications on SFD inoperative	C	–	0	All may be inoperative.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-20	Standby Navigation Systems						
34-20-06	LS Indication on SFD						
34-20-06A ***	One LS indication inoperative and affected ISIS set to SND	D	2	1	One may be inoperative provided that the affected ISIS is set to SND.		
34-20-06B	All LS indications on SFD inoperative	C	–	0	All may be inoperative.		
34-20-07	Position Indication on ISIS						
34-20-07A		C	–	0	May be inoperative.		
34-20-08	Heading Indication on ISIS						
34-20-08A		C	–	0	May be inoperative.		
34-20-09	Track Indication on ISIS						
34-20-09A		C	–	0	May be inoperative.		
34-20-10	Bugs Function on SFD						
34-20-10A		D	–	0	May be inoperative.		
34-20-11 ***	Ground Speed Indication on SND						
34-20-11A		D	2	0	May be inoperative.		

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34-22	Attitude and Heading Standby Data					
34-22-01	Standby Compass Indicator					
34-22-01A		C	1	0	May be inoperative provided that: 1) The three IRs are operative, and 2) The heading indication is operative on ISIS.	
34-22-02	Standby Compass Lighting					
34-22-02A		C	1	0	May be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
34-23	Sensors					
34-23-01	Standby Pitot Probe					
34-23-01A		A	1	0	May be inoperative for three flights provided that: 1) The three ADRs are operative, and 2) One AP is operative, and 3) The autothrust is operative, and 4) The AFS control panel is operative, and 5) The airspeed indication on SFD is placarded inoperative and is not used.	

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-36	Multi-Mode Receiver (MMR) Functions						
34-36-01	MMR						
34-36-01A	One MMR inoperative (Aircraft without MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative.		
34-36-01B	One MMR inoperative (Aircraft with MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative provided that approach and landing procedures are not based on the use of the GLS and the SLS.		
34-36-01C	Both MMRs inoperative	B	2	0	(O) Both may be inoperative provided that: 1) One VOR and one DME are operative, and 2) Navigation procedures are not based on the use of the GNSS, and 3) Approach and landing procedures are not based on the use of the GNSS and landing systems.		
34-36-02	ILS						
34-36-02A	One ILS inoperative	C	2	1	(O) One may be inoperative provided that approach minimums do not require its use.		
34-36-02B	Both ILSs inoperative	C	2	0	(O) Both may be inoperative provided that the ILS is not required by 14 CFR.		
34-36-03	Glide Antenna						
34-36-03A		C	1	0	(O) May be inoperative provided that the ILS is not required by 14 CFR.		

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34-36	Multi-Mode Receiver (MMR) Functions						
34-36-04	FLS						
34-36-04A	One FLS inoperative	C	2	1	One may be inoperative.		
34-36-04B	Both FLSs inoperative	C	2	0	(O) Both may be inoperative.		
34-36-05 ***	GLS (Aircraft with MP L41151/ MOD 100422)						
34-36-05A		D	2	0	(O) One or both may be inoperative provided that approach and landing procedures are not based on the use of the GLS.		
34-36-06 ***	SLS (Aircraft with MP L41152/ MOD 100423)						
34-36-06A		D	2	0	(O) One or both may be inoperative provided that approach and landing procedures are not based on the use of the SLS.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-38	Airport Navigation						
34-38-01	Airport Navigation Function						
34-38-01A		C	2	0	(O) May be inoperative on one or both sides.		
34-38-02	Airport Navigation Database						
34-38-02A	Database cycle out of date and ANF used	C	2	0	May be out of date on one or both sides provided that the airport maps needed for the intended flight have not been amended in the current ANF database cycle.		
34-38-02B	Database cycle out of date and ANF not used	C	2	0	(O) May be out of date on one or both sides provided that the airport navigation function is not used.		

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34-42	Radio Altimeter					
34-42-01	Radio Altimeter					
34-42-01A	One radio altimeter inoperative	C	3	2	One may be inoperative.	
34-42-01B	One radio altimeter erroneous and deactivated	C	3	2	(M) One may be erroneous provided that the affected RA is deactivated.	
34-42-01C	Two radio altimeters inoperative or erroneous	C	3	1	(M)(O) Two may be inoperative or erroneous provided that: 1) The two affected RA are deactivated, and 2) Approach minimums do not require its use.	

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-50	Radio/GNSS Navigation Systems						
34-50-01	GNSS						
34-50-01A	One GNSS inoperative (Aircraft without MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative.		
34-50-01B	One GNSS inoperative (Aircraft with MP L41151/ MOD 100422)	C	2	1	(O) One may be inoperative provided that approach and landing procedures are not based on the use of the GLS and the SLS.		
34-50-01C	Both GNSSs inoperative	C	2	0	(O) Both may be inoperative provided that: 1) One DME is operative, and 2) Navigation, approach, and landing procedures are not based on the use of the GNSS.		
34-50-02	DME						
34-50-02A	One DME inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	One may be inoperative.		
34-50-02B	All DMEs inoperative	C	–	0	(O) May be inoperative provided that: 1) Navigation and approach procedures are not based on the use of the DME, and 2) The DME is not required by 14 CFR.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-50	Radio/GNSS Navigation Systems						
34-50-03	VOR						
34-50-03A	One VOR inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	(O) One may be inoperative.		
34-50-03B	All VORs inoperative	C	–	0	(O) May be inoperative provided that: 1) Two FMCs are operative, and 2) Navigation and approach procedures are not based on the use of the VOR, and 3) The VOR is not required by 14 CFR.		
34-50-04	Marker						
34-50-04A		C	1	0	May be inoperative provided that approach procedures do not require marker fixes.		
34-50-05 ***	ADF						
34-50-05A		D	–	0	May be inoperative provided that navigation and approach procedures are not based on the use of the affected ADF.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-71	Aircraft Environment Surveillance System (AESS)						
34-71-01	Surveillance System						
34-71-01A		C	2	1	(O) One may be inoperative.		
34-71-02	TAWS						
34-71-02A	One TAWS inoperative	C	2	1	One may be inoperative.		
34-71-02B	Both TAWS inoperative	A	2	0	(O) Both may be inoperative provided that: 1) Alternate procedures are established and used, and 2) Repairs are made within 2 consecutive calendar-days.		
34-71-03	GPWS						
34-71-03A	One GPWS inoperative	C	2	1	One may be inoperative.		
34-71-03B	Both GPWS inoperative	A	2	0	(O) Both may be inoperative provided that: 1) Alternate procedures are established and used, and 2) Repairs are made within 2 consecutive calendar-days. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.		
34-71-04	Terrain Functions						
34-71-04A	One terrain function inoperative	C	2	1	One may be inoperative.		
34-71-04B	Both terrain functions inoperative	B	2	0	(O) Both may be inoperative provided that alternate procedures are established and used.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-71	Aircraft Environment Surveillance System (AESS)						
34-71-05	Transponder						
34-71-05A	One transponder inoperative	C	2	1	(O) One may be inoperative.		
34-71-05B	Both transponders inoperative	B	2	0	May be inoperative provided that: 1) Operations do not require its use, and 2) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.		
34-71-06	TCAS						
34-71-06A	One TCAS inoperative	C	2	1	(O) One may be inoperative.		
34-71-06B	Both TCAS inoperative	B	2	0	(O) Both may be inoperative provided that: 1) The system is checked in STBY mode, and 2) Enroute procedures do not require their use.		
34-71-07	ADS-B TRAFFIC Function						
34-71-07A	One ADS-B TRAFFIC function inoperative	D	2	1	(O) One may be inoperative.		
34-71-07B	Both ADS-B TRAFFIC functions inoperative	D	2	0	Both may be inoperative provided that it is not required by 14 CFR.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
34-71	Aircraft Environment Surveillance System (AESS)						
34-71-08	Weather Radar Function						
34-71-08A	One weather radar function inoperative	D	2	1	(O) One may be inoperative.		
34-71-08B	Both weather radar functions inoperative	C	2	0	Both may be inoperative provided that: 1) They are not required by 14 CFR, and 2) ETOPS beyond 120 minutes is not conducted.		
34-71-09	Predictive Windshear Function						
34-71-09A	One predictive windshear function inoperative	D	2	1	(O) One may be inoperative.		
34-71-09B	Both predictive windshear functions inoperative with reactive windshear function	C	2	0	(O) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Reactive windshear operates normally.		
34-71-09C	Both predictive windshear functions inoperative without reactive windshear function	B	2	0	(O) May be inoperative provided that alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.		
34-71-10	SURV Control Panel						
34-71-10A		C	1	0	(O) May be inoperative.		

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		4. REMARKS OR EXCEPTIONS				
35. OXYGEN						
Sequence No.	Item	1	2	3	4	Change Bar
35-01	OXYGEN Overhead Panel					
35-01-01	CREW SUPPLY pb-sw OFF light					
35-01-01A		C	1	0	May be inoperative.	
35-01-02	PAX SYS ON light					
35-01-02A		C	1	0	May be inoperative.	
35-01-31	MASK MAN ON pb					
35-01-31A	Automatic control function operative	C	1	0	May be inoperative provided that the automatic control of the passenger oxygen masks is operative.	
35-01-31B	Automatic control function inoperative	C	1	0	May be inoperative provided that the operating altitude is limited to 10,000 feet (3,000 m).	

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
35-02	OXYGEN MAINTENANCE Overhead Panel					
35-02-01	RESET pb FAULT light					
35-02-01A		C	1	0	May be inoperative.	
35-02-02	RESET pb ON light					
35-02-02A		C	1	0	May be inoperative.	

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35. OXYGEN					
Sequence No.	Item	1	2	3	4
35-07	Indications on the <u>DOOR/OXYGEN</u> SD page				
35-07-01	REGUL PR LO Indication on the <u>DOOR/OXYGEN</u> SD page				
35-07-01A		C	2	0	(M) One or both may be inoperative provided that the oxygen pressure on the affected side is checked before the first flight of each day. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.
35-07-02	Crew Oxygen Bottle Pressure Monitoring on the <u>DOOR/OXYGEN</u> SD page				
35-07-02A		C	2	0	(M) One or both may be inoperative provided that the oxygen pressure is checked by direct reading on the associated pressure gauge before each flight. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.

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35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
35-10	Crew Oxygen						
35-10-01	Crew Oxygen Mask						
35-10-01A		C	4	–	Each occupant of the cockpit must have its assigned mask operative.		
35-10-02	Crew Oxygen Mask Microphone						
35-10-02A		C	4	2	One must be operative for each pilot.		
35-10-03	Crew Oxygen Bottle (Aircraft with MP L60334/ MOD 100846)						
35-10-03A		D	4	2	(M)(O) One on each side may be inoperative provided that: 1) The oxygen pressure is checked before each flight, and 2) The associated manual isolation valve is set to the closed position.		
35-10-04	Exterior Crew Oxygen Discharge Indicator (Green Disc)						
35-10-04A		C	2	0	One or both may be missing or damaged.		
35-10-05	Crew Oxygen Supply Valve						
35-10-05A		C	2	0	(M) One or both may be inoperative in the open position provided that the affected valve is deactivated in the open position.		
35-10-06	Oxygen Control Redundancy						
35-10-06A		A	1	0	May be inoperative for 10 consecutive calendar-days.		

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35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
35-20	Cabin Oxygen						
35-20-01	Automatic Control of the Passengers' Oxygen Masks						
35-20-01A	Manual control checked operative	A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) The operating altitude is limited to FL 300, and 2) The manual control of the passengers' oxygen masks is checked operative if the MSA along the intended route is above 10,000 feet (3,000 m).		
35-20-01B	Manual control checked operative before each flight	C	1	0	(M) May be inoperative provided that: 1) The operating altitude is limited to FL 300, and 2) The manual control of the passengers' oxygen masks is checked operative before each flight if the MSA along the intended route is above 10,000 feet (3,000 m).		
35-20-02	Flight Attendant and Passenger Individual Oxygen Module						
35-20-02A	Affected seat not used	C	—	—	One or more may be inoperative provided that the affected seat is considered inoperative. Refer to Item 25-22-01, Flight Attendant Seat, or Item 25-21-01, Passenger Seat.		
35-20-02B	Altitude limited to 10,000 feet (3,000 m)	C	—	0	One or more may be inoperative provided that the operating altitude is limited to 10,000 feet (3,000 m).		

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35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
35-20	Cabin Oxygen						
35-20-03	Galley Oxygen Module						
35-20-03A	Adjacent flight attendant oxygen module available	C	–	0	(O) One or more may be inoperative and the associated galley area may be occupied provided that: 1) An adjacent flight attendant individual oxygen module is available and visible for each occupant of the associated galley area, and 2) The affected module is placarded inoperative.		
35-20-03B	Associated galley area not occupied	C	–	0	One or more may be inoperative provided that the associated galley area is not occupied.		
35-20-04	Lavatory Oxygen Module						
35-20-04A		C	–	–	One or more may be inoperative provided that the associated lavatory is not used and is placarded inoperative.		
35-20-05 ***	Manual Release Tool						
35-20-05A		C	–	1	One must be available.		
35-20-06 ***	FCRC/CCRC Individual Oxygen Module						
35-20-06A		D	–	0	One or more may be inoperative provided that: 1) The associated bunk bed or seat is placarded inoperative and is not used, and 2) Procedures do not require its use.		

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35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
35-30	Portable Oxygen						
35-30-01	Portable Oxygen Unit						
35-30-01A		D	—	—	(M)(O) Any in excess of those required by 14 CFR may be unserviceable or missing provided that: 1) Required distribution of serviceable bottles is maintained throughout the aircraft, and 2) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.		
35-30-02	Flightcrew Portable Protective Breathing Equipment						
35-30-02A		D	—	—	Any in excess of those required by 14 CFR may be inoperative or removed provided that location placarding is removed or obscured. NOTE: Inoperative PBE units may be subject to dangerous goods requirements.		
35-30-03	Cabin Crew Portable Protective Breathing Equipment						
35-30-03A		D	—	—	Any in excess of those required by 14 CFR may be inoperative or removed provided that location placarding is removed or obscured. NOTE: Inoperative PBE units may be subject to dangerous goods requirements.		

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36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
36-01	AIR Overhead Panel						
36-01-01	ENG 1(2) BLEED pb-sw FAULT light						
36-01-01A		C	2	0	One or both may be inoperative.		
36-01-02	ENG 1(2) BLEED pb-sw OFF light						
36-01-02A		C	2	0	One or both may be inoperative.		
36-01-03	APU BLEED pb-sw FAULT light						
36-01-03A		C	1	0	May be inoperative.		
36-01-04	APU BLEED pb-sw ON light						
36-01-04A		C	1	0	May be inoperative.		

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4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-07	Indications on the <u>BLEED</u> SD page					
36-07-01	Precooler Outlet Pressure Monitoring on the <u>BLEED</u> SD page					
36-07-01A		C	2	0	One or both may be inoperative.	

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36. PNEUMATIC						
Sequence No.	Item	1	2	3	4	Change Bar
36-11	Engine Bleed Air Supply System					
36-11-01	Engine Bleed Air System				Deleted, Revision 2.	
36-11-02	Engine Bleed Valve				Deleted, Revision 2.	
36-11-03	Engine Bleed Fan Air Valve				Deleted, Revision 2.	
36-11-04	Engine Bleed Overpressure Valve				Deleted, Revision 2.	

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36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
36-11	Engine Bleed Air Supply System						
36-11-05	Engine Bleed IP Check Valve						
36-11-05A		C	2	1	(M)(O) One may be inoperative in the open position provided that: 1) The non-affected engine bleed air system is operative, and 2) The associated engine high pressure valve is deactivated in the closed position, and 3) At low power setting, the associated engine bleed air system is not used during taxi and descent.		
36-11-06	Engine HP Bleed Valve						
36-11-06A	One valve inoperative in the closed position	C	2	1	(O) One may be inoperative in the closed position provided that: 1) The opposite engine bleed air system is operative, and 2) The associated engine bleed air system is not used during taxi and descent.		
36-11-06B	One valve deactivated in the closed position	C	2	1	(M)(O) One may be inoperative provided that: 1) The affected engine HP bleed valve is deactivated in the closed position, and 2) The opposite engine bleed air system is operative, and 3) At low power setting, the associated engine bleed air system is not used during taxi and descent.		

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36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
36-11	Engine Bleed Air Supply System						
36-11-07	Engine Bleed Pressure Monitoring						
36-11-07A		C	2	0	One or both may be inoperative.		
36-11-08	Engine HP Bleed Valve Monitoring						
36-11-08A		C	2	0	(O) One or both may be inoperative.		
36-11-09	Engine Bleed Control				Deleted, Revision 2.		
36-11-10	Engine Bleed Monitoring				Deleted, Revision 2.		
36-11-11	Engine Bleed Monitoring and Control				Deleted, Revision 2.		
36-11-12	Engine Bleed Temperature Redundancy						
36-11-12A		A	2	0	(O) One or both may be inoperative for 40 consecutive calendar-days.		

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		4. REMARKS OR EXCEPTIONS					
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
36-12	APU Bleed Air Supply and Crossbleed Systems						
36-12-01	APU Bleed Air Supply						
36-12-01A		C	1	0	(O) May be inoperative provided that the APU BLEED pb-sw is set to off.		
36-12-02	APU Bleed Valve						
36-12-02A	APU Bleed Valve failed in the open position	C	1	0	May be inoperative in the open position provided that the APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.		
36-12-02B	APU Bleed Valve failed in the open position with a blanking plate	C	1	0	(M) May be inoperative provided that: 1) AIR BLEED LEAK DET message is not displayed on the DISPATCH page, and 2) A blanking plate is installed next to the APU bleed valve, and 3) The APU bleed is considered inoperative. Refer to item 36-12-01, APU Bleed Air Supply.		
36-12-03	Automatic Control of the Xbleed Valve						
36-12-03A		C	1	0	(O) May be inoperative provided that the manual control is checked operative.		
36-12-04	Manual Control of the Xbleed Valve						
36-12-04A		C	1	0	(O) May be inoperative provided that the automatic control is checked operative.		

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36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
36-22	Leak Detection						
36-22-01	Air Leak Detection Redundancy						
36-22-01A		C	1	0	May be inoperative.		
36-22-02	Air APU Bleed Leak Detection						
36-22-02A		C	1	0	(M) May be inoperative provided that: 1) The APU check valve is removed and replaced by a dual blanking plate, and 2) A blanking plate is installed next to the APU bleed valve, and 3) The APU bleed is considered inoperative. Refer to item 36-12-01, APU Bleed Air Supply.		
36-22-03	Air APU Duct						
36-22-03A		C	1	0	(M) May be inoperative provided that: 1) The APU bleed valve is operative, and 2) AIR APU BLEED LEAK DET message is not displayed on the DISPATCH page, and 3) The APU check valve is removed and replaced by a dual blanking plate, and 4) A blanking plate is installed next to the APU bleed valve, and 5) The APU bleed is considered inoperative. Refer to item 36-12-01, APU Bleed Air Supply.		

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38. WATER/WASTE					
Sequence No.	Item	1	2	3	4
38-10	Potable Water				
38-10-01	Potable Water System				
38-10-01A	Individual components inoperative	C	—	—	(M) Individual components may be inoperative provided that: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
38-10-01B	System is drained	C	—	—	(M) May be inoperative provided that: 1) System is drained, and 2) Procedures are established to ensure system is not serviced.

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			4. REMARKS OR EXCEPTIONS				
38. WATER/WASTE							
Sequence No.	Item	1	2	3	4	Change Bar	
38-30	Lavatory Waste						
38-30-01	Lavatory Waste System						
38-30-01A	Individual components inoperative	C	—	—	(M) Individual components may be inoperative provided that: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.		
38-30-01B	Associated lavatory systems inoperative	C	—	—	(M) Associated lavatory system(s) may be inoperative provided that: 1) Associated components are deactivated or isolated to prevent leaks, and 2) The Pilot-in-Command will determine if flight duration is acceptable with a FWD deck lavatory unusable, and 3) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.		

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4. REMARKS OR EXCEPTIONS

42. INTEGRATED MODULAR AVIONICS

Sequence No.	Item	1	2	3	4	Change Bar
42-09	AFDX Network					
42-09-01	AVIONICS NETWORK SW OR CABLE Message					
42-09-01A		C	—	—	(M) May be displayed on the <u>DISPATCH</u> page provided that switch 03 and switch 04 are checked operative.	

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-01	CPIOM H32				Deleted, Revision 2.		
42-11-02	CPIOM H33				Deleted, Revision 2.		
42-11-03	CPIOM H34				Deleted, Revision 2.		
42-11-04	CPIOM H41						
42-11-04A	CPIOM H41 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) All pack control channels are operative.		
42-11-04B	CPIOM H41 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H41 and is part of the authorized combinations as given in the associated (O) procedure, and 2) All pack control channels are operative.		

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		4. REMARKS OR EXCEPTIONS					
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-05	CPIOM H42						
42-11-05A	CPIOM H42 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) All pack control channels are operative.		
42-11-05B	CPIOM H42 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H42 and is part of the authorized combinations as given in the associated (O) procedure, and 2) All pack control channels are operative.		
42-11-06	CPIOM H43				Deleted, Revision 2.		
42-11-07	CPIOM H44				Deleted, Revision 2.		

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				4. REMARKS OR EXCEPTIONS			
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-08	CPIOM H61						
42-11-08A	CPIOM H61 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.		
42-11-08B	CPIOM H61 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CPIOM H61 and is part of the authorized combinations as given in the associated (O) procedure.		
42-11-09	CPIOM H62						
42-11-09A	CPIOM H62 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.		
42-11-09B	CPIOM H62 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM H62 and is part of the authorized combinations as given in the associated (O) procedure.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-10	CPIOM H63						
42-11-10A	CPIOM H63 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The landing gear gravity extension channel A is checked operative before each flight.		
42-11-10B	CPIOM H63 inoperative combined with another CPIOM inoperative	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H63 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel A is checked operative before each flight.		
42-11-11	CPIOM H64						
42-11-11A	CPIOM H64 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The landing gear gravity extension channel B is checked operative before each flight.		
42-11-11B	CPIOM H64 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H64 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-12	CPIOM J12						
42-11-12A	CPIOM J12 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.		
42-11-12B	CPIOM J12 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM J12 and is part of the authorized combinations as given in the associated (O) procedure.		
42-11-13	CPIOM J21						
42-11-13A	CPIOM J21 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and 3) The APU and the AC auxiliary generation are operative.		
42-11-13B	CPIOM J21 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM J21 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and 3) The APU and the AC auxiliary generation are operative.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-14	CPIOM J22						
42-11-14A	CPIOM J22 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The Engine Interface Function (EIF) 1 on engine 2 is operative.		
42-11-14B	CPIOM J22 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM J22 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The Engine Interface Function (EIF) 1 on engine 2 is operative.		
42-11-15	CPIOM J23						
42-11-15A	CPIOM J23 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The Engine Interface Function (EIF) 1 on engine 1 is operative.		
42-11-15B	CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J23 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The Engine Interface Function (EIF) 1 on engine 1 is operative.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-16	CPIOM J24						
42-11-16A	CPIOM J24 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The Engine Interface Function (EIF) 2 on engine 2 is operative, and 3) The APU and the AC auxiliary generation are operative.		
42-11-16B	CPIOM J24 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM J24 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The Engine Interface Function (EIF) 2 on engine 2 is operative, and 3) The APU and the AC auxiliary generation are operative.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-17	CPIOM J51						
42-11-17A	CPIOM J51 inoperative and no other CPIOM/CRDC inoperative	D	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) ATC datalink is considered inoperative. Refer to Item 23-21-01, Datalink.		
42-11-17B	CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J51 and is part of the authorized combinations as given in the associated (O) procedure, and 2) ATC datalink is considered inoperative. Refer to Item 23-21-01, Datalink.		
42-11-18	CPIOM J52						
42-11-18A	CPIOM J52 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	D	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.		
42-11-18B	CPIOM J52 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CPIOM J52 and is part of the authorized combinations as given in the associated (O) procedure.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-11	CPIOM						
42-11-19	CPIOM J72						
42-11-19A	CPIOM J72 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The monitoring of the stabilizer by the FWS is checked operative, and 3) The monitoring of the elevators by the FWS is checked operative, and 4) The pitch trim position is checked on both PFDs.		
42-11-19B	CPIOM J72 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative for provided that: 1) Only one other CPIOM is failed in addition to CPIOM J72 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The monitoring of the stabilizer by the FWS is checked operative, and 3) The monitoring of the elevators by the FWS is checked operative, and 4) The pitch trim position is checked on both PFDs.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-01	CRDC A01						
42-41-01A	CRDC A01 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that no other dispatch message associated with CPIOM or CRDC is displayed on the <u>DISPATCH</u> page.		
42-41-01B	CRDC A01 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A01 and is part of the authorized combinations as given in the associated (O) procedure.		
42-41-02	CRDC A02						
42-41-02A	CRDC A02 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The landing gear gravity extension channel B is checked operative before each flight.		
42-41-02B	CRDC A02 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A02 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.		

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42. INTEGRATED MODULAR AVIONICS						
Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-03	CRDC A03					
42-41-03A	CRDC A03 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.	
42-41-03B	CRDC A03 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that one other CPIOM is failed in addition to CRDC A03 and is part of the authorized combinations as given in the associated (O) procedure.	

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-04	CRDC A04						
42-41-04A	CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345)	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.		
42-41-04B	CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345)	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (O) procedure.		
42-41-04C	CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and without MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The HF2 is set to VOICE mode on ground, and 3) The HF2 is not used during refueling, defueling, or ground fuel transfer.		
42-41-04D	CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and without MP L42004/ MOD 108299)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The HF2 is set to VOICE mode on ground, and 3) The HF2 is not used during refueling, defueling, or ground fuel transfer.		
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42. INTEGRATED MODULAR AVIONICS

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42-41	CRDC					
42-41-04	CRDC A04 (Cont'd)					
42-41-04E	CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.	
42-41-04F	CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (O) procedure.	

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-05	CRDC A05						
42-41-05A	CRDC A05 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refueling, defueling, or ground fuel transfer.		
42-41-05B	CRDC A05 inoperative combined with another CRDC inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refueling, defueling, or ground fuel transfer.		
42-41-05C	CRDC A05 inoperative combined with another CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refueling, defueling, or ground fuel transfer.		
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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-05	CRDC A05 (Cont'd)						
42-41-05D	CRDC A05 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.		
42-41-05E	CRDC A05 inoperative combined with another CRDC inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and without MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CRDC is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (O) procedure.		
42-41-05F	CRDC A05 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (O) procedure.		

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42. INTEGRATED MODULAR AVIONICS						
Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-06	CRDC A06					
42-41-06A	CRDC A06 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.	
42-41-06B	CRDC A06 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A06 and is part of the authorized combinations as given in the associated (O) procedure.	

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-07	CRDC A07						
42-41-07A	CRDC A07 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The NLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) The landing gear gravity extension channel A is checked operative before each flight.		
42-41-07B	CRDC A07 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A07 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The NLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) The landing gear gravity extension channel A is checked operative before each flight.		
42-41-08	CRDC A08						
42-41-08A	CRDC A08 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.		
42-41-08B	CRDC A08 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A08 and is part of the authorized combinations as given in the associated (O) procedure.		

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		4. REMARKS OR EXCEPTIONS					
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-09	CRDC A09						
42-41-09A	CRDC A09 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M)(O) May be inoperative provided that before each flight: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The FWD internal avionics door is visually checked closed before each flight, and 3) The cockpit escape hatch is visually checked closed and latched before each flight, and 4) The external avionics door is visually checked closed and latched before each flight.		
42-41-09B	CRDC A09 inoperative combined with another CPIOM inoperative	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A09 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The FWD internal avionics door is visually checked closed before each flight, and 3) The cockpit escape hatch is visually checked closed and latched before each flight, and 4) The external avionics door is visually checked closed and latched before each flight.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-10	CRDC A10						
42-41-10A	CRDC A10 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The landing gear gravity extension channel B is checked operative before each flight.		
42-41-10B	CRDC A10 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A10 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-11	CRDC A11						
42-41-11A	CRDC A11 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The landing gear gravity extension channel A is checked operative before each flight.		
42-41-11B	CRDC A11 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A11 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel A is checked operative before each flight.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-12	CRDC A12						
42-41-12A	CRDC A12 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The landing gear gravity extension channel B is checked operative before each flight.		
42-41-12B	CRDC A12 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346).	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A12 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-13	CRDC A13						
42-41-13A	CRDC A13 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M)(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The MLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) CAPT oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 4) The landing gear gravity extension channel A is checked operative before each flight.		
42-41-13B	CRDC A13 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A13 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The MLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) CAPT oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 4) The landing gear gravity extension channel A is checked operative before each flight.		

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		4. REMARKS OR EXCEPTIONS					
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-14	CRDC A15						
42-41-14A	CRDC A15 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(O) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The BULK HEATER pb-sw is set to OFF.		
42-41-14B	CRDC A15 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A15 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The BULK HEATER pb-sw is set to OFF.		
42-41-15	CRDC A17						
42-41-15A	CRDC A17 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.		
42-41-15B	CRDC A17 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A17 and is part of the authorized combinations as given in the associated (O) procedure.		

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		4. REMARKS OR EXCEPTIONS					
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-16	CRDC B01				Deleted, Revision 2.		
42-41-17	CRDC B02				Deleted, Revision 2.		
42-41-18	CRDC B03				Deleted, Revision 2.		
42-41-19	CRDC B04						
42-41-19A	CRDC B04 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 3 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.		
42-41-19A	CRDC B04 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	(O) May be inoperative for 3 consecutive calendar-days provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B04 and is part of the authorized combinations as given in the associated (O) procedure.		
42-41-20	CRDC B05				Deleted, Revision 2.		
42-41-21	CRDC B06				Deleted, Revision 2.		

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				4. REMARKS OR EXCEPTIONS			
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-22	CRDC B07						
42-41-22A	CRDC B07 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(M) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The AFT avionics internal access door is visually checked closed before each flight, and 3) Cabin door 4L lock monitoring is considered inoperative. Refer to item 52-71-02, Cabin Door Lock Monitoring.		
42-41-22B	CRDC B07 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B07 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The AFT avionics internal access door is visually checked closed before each flight, and 3) Cabin door 4L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.		

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42. INTEGRATED MODULAR AVIONICS

Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					
42-41-23	CRDC B08					
42-41-23A	CRDC B08 inoperative and no other CRDC/CPIOM inoperative (A350-900 Series)	A	1	0	<p>(M)(O) May be inoperative for 10 consecutive calendar-days provided that:</p> <ol style="list-style-type: none"> 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) The AFT avionics internal access door is visually checked closed before each flight, and 3) Cabin door 2R lock monitoring is considered inoperative. <p>Refer to Item 52-71-02, Cabin Door Lock Monitoring.</p> <p>NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.</p>	
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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-23	CRDC B08 (Cont'd)						
42-41-23B	CRDC B08 inoperative and no other CRDC/CPIOM inoperative (A350-1000 Series)	A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Two radio altimeters are operative, and 3) The left landing gear bogie monitoring is operative, and 4) The AFT avionics internal access door is visually checked closed before each flight, and 5) Cabin door 2R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.		
(Continued)							

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-23	CRDC B08 (Cont'd)						
42-41-23C	CRDC B08 inoperative combined with another CRDC/CPIOM inoperative (A350-900 Series)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B08 and is part of the authorized combinations as given in the associated (O) procedure, and 2) The AFT avionics internal access door is visually checked closed before each flight, and 3) Cabin door 2R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.		
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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-23	CRDC B08 (Cont'd)						
42-41-23D	CRDC B08 inoperative combined with another CRDC/CPIOM inoperative (A350-1000 Series)	B	1	0	(M)(O) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B08 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Two radio altimeters are operative, and 3) The left landing gear bogie monitoring is operative, and 4) The AFT avionics internal access door is visually checked closed before each flight, and 5) Cabin door 2R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-24	CRDC B09						
42-41-24A	CRDC B09 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Cabin door 3L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	 	
42-41-24B	CRDC B09 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B09 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 3L lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	 	

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-25	CRDC B10						
42-41-25A	CRDC B10 inoperative and no other CRDC/CPIOM inoperative (A350-900 Series)	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page. NOTE: The AFT cargo door must be operated manually.		
42-41-25B	CRDC B10 inoperative combined with another CRDC/CPIOM inoperative (A350-900 Series)	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B10 and is part of the authorized combinations as given in the associated (O) procedure. NOTE: The AFT cargo door must be operated manually.		
42-41-25C	CRDC B10 inoperative and no other CRDC/CPIOM inoperative (A350-1000 Series)	C	1	0	May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Two radio altimeters are operative, and 3) The right landing gear bogie monitoring is operative. NOTE: The AFT cargo door must be operated manually.		
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		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-25	CRDC B10 (Cont'd)						
42-41-25D	CRDC B10 inoperative combined with another CRDC/CPIOM inoperative (A350-1000 Series)	B	1	0	(O) May be inoperative provided that 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B10 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Two radio altimeters are operative, and 3) The right landing gear bogie monitoring is operative. NOTE: The AFT cargo door must be operated manually.		
42-41-26	CRDC B11						
42-41-26A	CRDC B11 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(O) May be inoperative for 3 consecutive calendar-days provided that no other CRDC or CPIOM dispatch messages are displayed on the DISPATCH page.		
42-41-26B	CRDC B11 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	(O) May be inoperative for 3 consecutive calendar-days provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B11 and is part of the authorized combinations as given in the associated (O) procedure.		

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42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-27	CRDC B12						
42-41-27A	CRDC B12 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 3 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Cabin door 3R lock monitoring is considered inoperative.		
					Refer to Item 52-71-02, Cabin Door Lock Monitoring.		
42-41-27B	CRDC B12 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	May be inoperative for 3 consecutive calendar-days provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B09 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 3R lock monitoring is considered inoperative.		
					Refer to Item 52-71-02, Cabin Door Lock Monitoring.		
42-41-28	CRDC B13						
42-41-28A	CRDC B13 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.		
42-41-28B	CRDC B13 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(O) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B13 and is part of the authorized combinations as given in the associated (O) procedure.		

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		4. REMARKS OR EXCEPTIONS					
42. INTEGRATED MODULAR AVIONICS							
Sequence No.	Item	1	2	3	4	Change Bar	
42-41	CRDC						
42-41-29	CRDC B14						
42-41-29A	CRDC B14 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and 2) Cabin door 4R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	 	
42-41-29B	CRDC B14 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B14 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 4R lock monitoring is considered inoperative. Refer to Item 52-71-02, Cabin Door Lock Monitoring.	 	

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		2. NUMBER INSTALLED					
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		4. REMARKS OR EXCEPTIONS					
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-01	CABIN Overhead Panel						
44-01-01 ***	LANDSCAPE CAMERA pb-sw OFF light						
44-01-01A		D	1	0	May be inoperative.		
44-01-02	LAVATORY OCCPD light						
44-01-02A		D	1	0	May be inoperative.		
44-01-03 ***	PAX INFO pb-sw OFF light						
44-01-03A		D	1	0	May be inoperative.		
44-01-04 ***	MOBILE COM pb-sw OFF light						
44-01-04A		D	1	0	May be inoperative.		

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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-02	CALLS Overhead Panel						
44-02-01	CALLS EMER pb CALL light						
44-02-01A		C	1	0	May be inoperative.		
44-02-02	CALLS EMER pb ON light						
44-02-02A		C	1	0	May be inoperative.		
44-02-31	CALLS ALL pb						
44-02-31A		C	1	0	(O) May be inoperative.		
44-02-32	CALLS EMER pb						
44-02-32A		C	1	0	(O) May be inoperative.		
44-02-33	CALLS FWD(MID)(EXIT)(AFT) pb						
44-02-33A		C	4	0	(O) One or more may be inoperative.		
44-02-34	CALLS MECH CALL pb						
44-02-34A		C	1	0	(O) May be inoperative.		
44-02-35	CALLS PURS pb						
44-02-35A		C	1	0	(O) May be inoperative.		
44-02-36 ***	CALLS FLT(CAB) REST pb						
44-02-36A		C	2	0	(O) One or both may be inoperative.		

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		4. REMARKS OR EXCEPTIONS				
44. CABIN SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
44-03	EVAC Overhead Panel					
44-03-01 ***	COMMAND pb-sw EVAC light					
44-03-01A		D	1	0	May be inoperative.	
44-03-02 ***	COMMAND pb-sw ON light					
44-03-02A		D	1	0	May be inoperative.	

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MMEL TABLE KEYSYSTEM &
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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

44. CABIN SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
44-04	Maintenance Overhead Panel					
44-04-01	SVCE INT OVRD pb ON light					
44-04-01A		D	1	0	May be inoperative.	

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				4. REMARKS OR EXCEPTIONS	
44. CABIN SYSTEMS					
Sequence No.	Item	1	2	3	4
44-10	Cabin Core System				
44-10-01	CIDS Director				
44-10-01A		A	2	1	(M) One may be inoperative for 70 consecutive calendar-days. NOTE: Application of the maintenance procedure, to deactivate the failed CIDS Director, is only necessary in the case of disturbance of the CIDS function.

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		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
44. CABIN SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
44-11	DEU A					
44-11-01	DEU A					
44-11-01A		C	—	—	(O) One or more may be inoperative provided that the items associated with the failed DEU A are considered inoperative. Refer to Item 33-26-01, Cabin Sign (No Smoking, No Portable/Electronic Device, Fasten Seat Belt, Return to Seat). Refer to Item 33-26-02, Lavatory Sign (Return to Seat). Refer to Item 33-26-03, Cabin Crew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt). Refer to Item 33-26-04, Flightcrew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, Fasten Seat Belt). Refer to Item 44-13-01, Lavatory Call. Refer to Item 44-13-02, Passenger Call. Refer to Item 44-14-01, Cabin Loudspeaker. Refer to Item 44-14-02, Lavatory Loudspeaker. Refer to Item 44-14-03, CRC Loudspeaker. NOTE: The location of the affected area is indicated on the FAP System Info page.	

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				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-12	DEU B						
44-12-01	DEU B						
44-12-01A		C	–	–	(O) One or more may be inoperative provided that the items associated with the failed DEU B are considered inoperative. Refer to Item 26-17-01, Lavatory Smoke Detection. Refer to Item 44-15-02, Cabin Handset. Refer to Item 44-15-03, CRC Handset. Refer to Item 44-18-01, Emergency Evacuation Signaling System. Refer to Item 44-18-02, Emergency Crew Alerting System. Refer to Item 44-19-04, Area Call Panel. Refer to Item 44-19-05, Attendant Indication Panel. Refer to Item 44-19-06, Additional Attendant Panel. NOTE: The location of the affected area is indicated on the FAP System Info page.		

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		4. REMARKS OR EXCEPTIONS			
44. CABIN SYSTEMS					
Sequence No.	Item	1	2	3	4 Change Bar
44-13	Cabin Individual Call				
44-13-01	Lavatory Call				
44-13-01A		D	–	0	One or more may be inoperative.
44-13-02	Passenger Call				
44-13-02A		D	–	0	One or more may be inoperative.

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				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-14	Loudspeakers						
44-14-01	Cabin Loudspeaker						
44-14-01A		C	—	—	(O) One or more may be inoperative provided that no seat is occupied from which a passenger cannot clearly hear a passenger announcement.		
44-14-02	Lavatory Loudspeaker						
44-14-02A		C	—	0	(O) May be inoperative provided that alternate procedures are established and used.		
44-14-03	CRC Loudspeaker						
44-14-03A	Alternate procedure established and used for CRC loudspeaker	C	—	0	(O) One or more may be inoperative provided that alternate procedures are established and used.		
44-14-03B	Associated bed or seat not used	D	—	0	One or more may be inoperative provided that 1) The associated bed or seat is placarded inoperative and is not used, and 2) Procedures do not require its use.		

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				4. REMARKS OR EXCEPTIONS			
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-15	Handsets						
44-15-01	Cockpit Handset						
44-15-01A	RMP used	C	1	0	May be inoperative provided that the RMP is used for communication between the cockpit and the cabin.		
44-15-01B	Procedures do not require cockpit handset use	D	1	0	May be inoperative provided that procedures do not require its use.		
44-15-02	Cabin Handset						
44-15-02A		B	8	4	(O) May be inoperative provided that: 1) One handset must operate normally at each pair of exit doors, and 2) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the minimum required. NOTE 2: Any handset(s) function(s) that operate normally may be used.		

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		4. REMARKS OR EXCEPTIONS					
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-15	Handsets						
44-15-03 ***	CRC Handset						
44-15-03A	Operator's procedures do not require its use.	D	-	0	One or more may be inoperative provided that operator's procedures do not require its use.		
44-15-03B	Alternate procedures are established and used	C	-	0	(O) One or more may be inoperative provided that: 1) The passenger address is operative in the affected crew rest compartment, and 2) Alternate procedures are established and used.		
44-15-03C	Affected CRC locked closed	D	-	0	One or more may be inoperative provided that: 1) The associated crew rest compartment is locked closed and is placarded inoperative, and 2) Procedures do not require use of the affected compartment.		

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		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
44. CABIN SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
44-16	Prerecorded Announcement and Music Reproducer (PRAM)					
44-16-01	Prerecorded Announcement and Music Reproducer					
44-16-01A	Alternate procedures are established and used for prerecorded announcement and music reproducer	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
44-16-01B	Procedures do not require prerecorded announcement and music reproducer use	D	1	0	May be inoperative provided that procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

44. CABIN SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
44-17	Cabin Assignment Module (CAM)					
44-17-01	Cabin Assignment Module					
44-17-01A		D	1	0	May be inoperative or missing provided that the CAM is not needed for a cabin reconfiguration.	

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

44. CABIN SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
44-18	Emergency System					
44-18-01 ***	Emergency Evacuation Signaling System					
44-18-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
44-18-02 ***	Emergency Crew Alerting System					
44-18-02A		D	1	0	May be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-19	Cabin Crew Panel						
44-19-01	FAP Display Unit						
44-19-01A	At least one FAP DU operative	D	—	1	One or more may be inoperative provided that at least one FAP display unit is operative.		
44-19-01B	One or more FAP DUs inoperative	C	—	0	One or more may be inoperative.		
44-19-02	EMER pb on the FAP Sub Panel						
44-19-02A		D	—	1	One or more may be inoperative provided that at least one EMER pb is operative.		
44-19-03	FAP Sub Panel						
44-19-03A		D	—	0	One or more may be inoperative.		
44-19-04	Area Call Panel						
44-19-04A		D	—	0	May be inoperative.		
44-19-05	Attendant Indication Panel						
44-19-05A		D	—	0	May be inoperative.		
44-19-06	Additional Attendant Panel						
44-19-06A		D	—	0	One or more may be inoperative.		

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		4. REMARKS OR EXCEPTIONS					
44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
44-50	Cabin Monitoring System						
44-50-01 ***	Cockpit Door Surveillance System (CDSS)						
44-50-01A	Alternate procedures established and used for CDSS	C	1	0	(O) May be inoperative provided that: 1) The cockpit door viewing port is checked to operate normally, and 2) Alternate procedures are established and used.		
44-50-01B	Procedures do not require CDSS use	D	1	0	May be inoperative provided that procedures do not require its use.		
44-50-02 ***	Cabin Video Monitoring System (CVMS)						
44-50-02A		D	1	0	May be inoperative.		
44-50-03 ***	CVMS pb ON light						
44-50-03A		D	2	0	One or both may be inoperative.		

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			2. NUMBER INSTALLED				
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			4. REMARKS OR EXCEPTIONS				
46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
46-01	OIS Overhead Panel						
46-01-01	OIS DATA TO AVNCS pb-sw OFF light						
46-01-01A		C	1	0	May be inoperative.		
46-01-02	OIS GATELINK pb-sw OFF light						
46-01-02A		C	1	0	May be inoperative.		
46-01-03	CAB DATA TO OIS pb-sw OFF light						
46-01-03A		C	1	0	May be inoperative.		

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				4. REMARKS OR EXCEPTIONS			
46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
46-02	COM MAINTENANCE Overhead Panel						
46-02-01	GND CONNECTION pb-sw ON light						
46-02-01A		C	1	0	May be inoperative.		

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		4. REMARKS OR EXCEPTIONS				
46. INFORMATION SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
46-10	Information Core Systems					
46-10-01	Data Transfer between OIS and Avionics					
46-10-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
46-10-02	Redundancy on OIS AVNCS Server (ASFC)					
46-10-02A		D	1	0	May be inoperative.	
46-10-03	Redundancy on OIS CAB&MAINT Server (OSFC)					
46-10-03A		D	1	0	(O) May be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
46-20	Cockpit Information Systems						
46-20-01	COMPANY COM						
46-20-01A		C	1	0	(O) May be inoperative provided that alternate procedures are established and used.		
46-20-02 ***	EFB Docking Station/Mount						
46-20-02A		C	–	0	(O) One or more may be inoperative provided that alternate procedures are established and used.		
46-20-03	Flightcrew Applications				Deleted, Revision 3.		
					NOTE: Out-of-currency or invalid data or application can be managed as Administration Control Item (ACI).		
46-20-04	OIS Keyboard						
46-20-04A		C	2	0	(O) One or more may be inoperative.		
46-20-05	Printer						
46-20-05A	Operator's procedures do not require printer's use	D	1	0	May be inoperative provided that Operator's procedures do not require its use.		
46-20-05B	Alternate procedures for printer are established and used	C	1	0	(O) May be inoperative provided that alternate procedures are established and used.		

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		4. REMARKS OR EXCEPTIONS					
46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
46-20	Cockpit Information Systems						
46-20-06 ***	Third EFB Stowage Box						
46-20-06A		D	1	0	(O) May be inoperative.		
46-20-07	EFB						
46-20-07A	Two EFBs installed	C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.		
46-20-07B ***	Third EFB installed	D	1	0	Third EFB may be inoperative.		
46-20-08	AVNCS/EFB switch						
46-20-08A	OIS keyboard operative on the affected side(s)	C	2	0	(O) One or both may be inoperative provided that the associated OIS keyboard is operative.		
46-20-08B	OIS keyboard inoperative on the affected side(s)	C	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.		

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				4. REMARKS OR EXCEPTIONS			
46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
46-21	Air Traffic Control (ATC) System						
46-21-01	ATC Datalink						
46-21-01A	Procedures do not require the use of the ATC datalink	D	1	0	(O) May be inoperative provided that procedures do not require the use of ATC datalink.		
46-21-01B	Alternate procedures are established and used for ATC communications	C	1	0	(O) May be inoperative provided that alternate procedures are established and used for ATC communications.		
46-21-02	ADS-C Datalink						
46-21-02A		D	1	0	May be inoperative.		
46-21-03	ATC MSG pb						
46-21-03A	One ATC MSG pb inoperative	D	2	1	One may be inoperative.		
46-21-03B	Both ATC MSG pbs inoperative and procedures do not require the use of the ATC datalink	D	2	0	(O) Both may be inoperative provided that procedures do not require the use of the ATC datalink.		
46-21-03C	Both ATC MSG pbs inoperative and alternate procedures are established and used	C	2	0	(O) Both may be inoperative provided that alternate procedures are established and used for the use of ATC datalink.		

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46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
46-25	Onboard Information System (OIS)						
46-25-01	OIS Display						
46-25-01A		C	2	0	(O) One or both may be inoperative.		
46-25-02	OIS Display on the OUTER DU						
46-25-02A	OIS ON CENTER pb-sw operative on the affected side	C	2	0	(O) One or both may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.		
46-25-02B	OIS ON CENTER pb-sw inoperative on the affected side	C	2	0	One or both may be inoperative provided that the OIS session is considered inoperative on the affected side. Refer to Item 46-25-01, OIS Display.		

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4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
46-30	Maintenance Information Systems					
46-30-01	Maintenance Applications				Deleted, Revision 3.	
					NOTE: Out-of-currency or invalid data or application can be managed as Administration Control Item (ACI).	
46-30-02	OMT					
46-30-02A		C	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
46-40	Cabin Information Systems					
46-40-01	Cabin Applications					
46-40-01A		D	—	—	(O) One or more may be inoperative provided that alternate procedures are established and used.	

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
46-50	Miscellaneous Information Systems					
46-50-01	SPP					
46-50-01A		C	1	0	May be inoperative.	

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

Sequence No.

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2

3

4

Change
Bar

47-10

Generation/Storage

47-10-01

Fuel Inerting System

Deleted, Revision 2.

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		4. REMARKS OR EXCEPTIONS					
49. AIRBORNE AUXILIARY POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
49-01	APU Overhead Panel						
49-01-01	APU MASTER SW pb-sw FAULT light						
49-01-01A		C	1	0	May be inoperative.		
49-01-02	APU MASTER SW pb-sw ON light						
49-01-02A		C	1	0	(O) May be inoperative.		
49-01-03	APU START pb ON light						
49-01-03A		C	1	0	May be inoperative.		
49-01-04	APU START pb AVAIL light						
49-01-04A		C	1	0	May be inoperative.		

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49. AIRBORNE AUXILIARY POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
49-02	APU Maintenance Overhead Panel						
49-02-01	APU ECON MODE pb ON light						
49-02-01A		D	1	0	May be inoperative.		
49-02-31	APU ECON MODE pb						
49-02-31A		D	1	0	May be inoperative.		

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-07	Indications on the <u>APU</u> SD page					
49-07-01	APU GEN Indications on the <u>APU</u> SD page					
49-07-01A		C	3	0	One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the <u>APU</u> SD page.	

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4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-09	Dispatch Messages					
49-09-01	APU DUAL POWER SUPPLY Message					
49-09-01A		C	—	—	May be displayed on the <u>DISPATCH</u> page.	
49-09-02	APU OIL FILTER Message					
49-09-02A		C	—	—	May be displayed on the <u>DISPATCH</u> page.	

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4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-10	Powerplant					
49-10-01	APU Powerplant					
49-10-01A		C	1	0	(O) May be inoperative provided that ETOPS beyond 180 minutes is not conducted.	

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		4. REMARKS OR EXCEPTIONS					
49. AIRBORNE AUXILIARY POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
49-16	Air Intake System						
49-16-01	APU Air-Intake Flap						
49-16-01A	APU air-intake flap deactivated in the open position	C	1	0	(M)(O) May be inoperative provided that the air-intake flap of the APU is deactivated in the open position.		
49-16-01B	APU air-intake flap inoperative in the closed position	C	1	0	May be inoperative in the closed position provided that the APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.		
49-16-01C	APU air-intake flap deactivated in the closed position	C	1	0	(M) May be inoperative provided that: 1) The air-intake flap of the APU is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01, APU Powerplant.		

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-40	APU Ignition and Starting					
49-40-01	APU Starter Power Unit					
49-40-01A		C	1	0	(O) May be inoperative.	

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				4. REMARKS OR EXCEPTIONS			
49. AIRBORNE AUXILIARY POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
49-62	APU Emergency Shutdown						
49-62-01	APU SHUT OFF sw (Nose L/G Panel)						
49-62-01A		C	1	0	(O) May be inoperative.		
49-62-02	APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)						
49-62-02A		C	1	0	(O) May be inoperative.		

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-90	APU Oil					
49-90-01	APU Oil Level Sensor					
49-90-01A	APU not used	C	1	0	(O) May be inoperative provided that: 1) Procedures do not require use of the APU, and 2) ETOPS beyond 180 minutes is not conducted.	
49-90-01B	APU used	C	1	0	(M) May be inoperative provided that the APU oil quantity is verified adequate once each flight day.	

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		4. REMARKS OR EXCEPTIONS			
50. CARGO AND ACCESSORY COMPARTMENTS					
Sequence No.	Item	1	2	3	4
50-10	Cargo Compartments				
50-10-01	Decompression Panel in FWD Cargo Compartment				
50-10-01A		C	–	0	(O) One or more may be damaged or missing provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
50-10-02	Decompression Panel in AFT/BULK Cargo Compartment				
50-10-02A		C	–	0	(O) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

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		4. REMARKS OR EXCEPTIONS			
50. CARGO AND ACCESSORY COMPARTMENTS					
Sequence No.	Item	1	2	3	4
50-10	Cargo Compartments				
50-10-03	Lining Panel in FWD Cargo Compartment				
50-10-03A	Damaged lining panel	C	—	0	(O) One or more may be damaged provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
50-10-03B	Missing lining panel	C	—	0	(O) One or more may be missing provided that procedures are established and used to ensure the FWD cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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		4. REMARKS OR EXCEPTIONS			
50. CARGO AND ACCESSORY COMPARTMENTS					
Sequence No.	Item	1	2	3	4
50-10	Cargo Compartments				
50-10-04	Lining Panel in AFT/BULK Cargo Compartment				
50-10-04A	Damaged lining panel	C	–	0	(O) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
50-10-04B	Missing lining panel	C	–	0	(O) One or more may be missing provided procedures are established and used to ensure the AFT and BULK cargo compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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				4. REMARKS OR EXCEPTIONS			
50. CARGO AND ACCESSORY COMPARTMENTS							
Sequence No.	Item	1	2	3	4	Change Bar	
50-10	Cargo Compartments						
50-10-05	Pressure Compensation Valve in FWD Cargo Compartment						
50-10-05A		C	1	0	(O) May be inoperative in the open position provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.		
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
50-10-06	Pressure Compensation Valve in AFT/BULK Cargo Compartment						
50-10-06A		C	1	0	(O) May be inoperative in the open position provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.		
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		

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				4. REMARKS OR EXCEPTIONS	
50. CARGO AND ACCESSORY COMPARTMENTS					
Sequence No.	Item	1	2	3	4
50-20	Cargo Loading Systems (CLS)				
50-20-01	Cargo Semiautomatic Loading System				
50-20-01A		D	—	—	May be inoperative. NOTE: Any part of the cargo loading system that operates normally may be used.
50-20-02	Cargo Compartment Mechanical Components (Latch, Net, Transport Roller, and Entrance Guide)				
50-20-02A	Cargo compartment used	D	—	—	(M) May be inoperative or missing provided that: 1) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and 2) Repairs are made prior to the completion of the next heavy maintenance visit.
50-20-02B	Cargo compartment empty	D	—	—	May be inoperative or missing provided that the associated cargo compartment remains empty.

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		4. REMARKS OR EXCEPTIONS				
52. DOORS						
Sequence No.	Item	1	2	3	4	Change Bar
52-01	Maintenance Overhead Panel					
52-01-01	CKPT DOOR LOCKG SYS pb-sw OFF light					
52-01-01A		C	1	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-07	Indications on the <u>DOOR/OXYGEN</u> SD page					
52-07-01	Cabin Door Position Detection on the <u>DOOR/OXYGEN</u> SD page					
52-07-01A		C	8	0	(O) One or more may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated cabin door is visually checked closed, latched and locked, and 3) The flight is not pressurized.	
52-07-02	Cargo Door Position Detection on the <u>DOOR/OXYGEN</u> SD page					
52-07-02A		C	3	0	(M)(O) One or more may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated cargo door is visually checked closed, latched and locked before each flight, and 3) The flight is not pressurized.	
52-07-03	Escape Hatch Position Detection on the <u>DOOR/OXYGEN</u> SD page					
52-07-03A		C	1	0	(M)(O) May be inoperative provided that the escape hatch is visually checked closed and latched before each flight.	

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-07	Indications on the <u>DOOR/OXYGEN</u> SD page					
52-07-04	External Avionics Door Position Detection on the <u>DOOR/OXYGEN</u> SD page					
52-07-04A		C	1	0	(M)(O) May be inoperative provided that the external avionics door is visually checked closed and latched before each flight.	
52-07-05	Internal Avionics Door Position Detection on the <u>DOOR/OXYGEN</u> SD page					
52-07-05A		C	2	0	(M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed before each flight.	

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-10	Passenger/Crew						
52-10-01	Cabin Door/Slide/Raft						
52-10-01A		A	8	7	(M)(O) One cabin door/slide/raft may be inoperative or one slide/raft may be missing provided that: <ol style="list-style-type: none"> 1) All other cabin doors and slide/rafts are fully operational, and 2) The affected cabin door is not used for any purpose while passengers are onboard, including passenger boarding, and 3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative are placed across the inoperative cabin door, and 4) The emergency exit sign and floor proximity lights associated with the inoperative cabin door are covered to obscure the signs and lights, and 5) All passengers are briefed not to use the affected cabin door, and 6) Conspicuous signs and placards are placed in appropriate locations indicating that the blocked seats are not to be occupied by passengers, and 7) Seated capacity does not exceed rated capacity of remaining pairs of cabin door exits, and 8) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's manual, and 		
					(Continued)		

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		4. REMARKS OR EXCEPTIONS			
52. DOORS					
Sequence No.	Item	1	2	3	4
52-10	Passenger/Crew				
52-10-01	Cabin Door/Slide/Raft (Cont'd)				
52-10-01A					<p>9) All passenger seats halfway to the next cabin door in each direction from the inoperative cabin door and across the entire width of the airplane are blocked and placarded "DO NOT OCCUPY" prior to boarding passengers. Only these affected seats are to be blocked. Main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative cabin door/slide/raft 1, the blocked seating area shall extend from the forward cabin end rearward to a line halfway between cabin doors 1 and 2. For an inoperative cabin door/slide/raft 4, the blocked seating area shall extend from the aft cabin end forward to a line halfway between cabin doors 4 and 3), and</p> <p>10) For extended overwater operations, occupancy does not exceed the normal rated capacity of the remaining operative slide/rafts nor the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, and</p>
					(Continued)

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52. DOORS						
Sequence No.	Item	1	2	3	4	Change Bar
52-10	Passenger/Crew					
52-10-01	Cabin Door/Slide/Raft (Cont'd)					
52-10-01A					11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day. NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.	
52-10-02	Cabin Door Damper Function					
52-10-02A		C	8	0	One or more may be inoperative.	
52-10-03	Cabin Door Emergency Opening Function					
52-10-03A		A	8	7	One may be inoperative provided that the associated cabin door is considered inoperative. Refer to Item 52-10-01, Cabin Door/Slide/Raft.	

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-10	Passenger/Crew						
52-10-04	Cabin Door LOCKED/UNLOCKED Flag						
52-10-04A		C	16	8	(M) One per cabin door may be inoperative provided that: 1) The associated cabin door is visually checked closed, latched and locked before the first MEL dispatch and then each time this cabin door is opened, and 2) The associated cabin door lock monitoring is operative, and 3) The associated cabin door position detection is operative.		
52-10-05	Cabin Door Stay Mechanism (Gust Lock Function)						
52-10-05A		A	8	7	One may be inoperative provided that the associated cabin door is considered inoperative. Refer to Item 52-10-01, Cabin Door/Slide/Raft.		
52-10-06	Cabin Door Stop Fitting						
52-10-06A		C	112	104	(M) One per cabin door may be damaged provided that: 1) ETOPS is not conducted, and 2) The other stop fittings of the affected door have no damage, and 3) The flight is not pressurized.		

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-30	Cargo						
52-30-01	AFT(FWD) Cargo Door						
52-30-01A		C	2	0	(M) One or both may be inoperative in the closed, latched, and locked position provided that: 1) The associated cargo door is visually checked closed, latched, and locked after each attempt to open it, and 2) The associated cargo door is indicated closed, latched, and locked on the <u>DOOR/OXYGEN</u> SD page.		
52-30-02	BULK Cargo Door						
52-30-02A		C	1	0	May be inoperative in the closed, latched, and locked position provided that the BULK cargo door is indicated closed, latched, and locked on the <u>DOOR/OXYGEN</u> SD page.		
52-30-03	AFT(FWD) Cargo Door Actuation						
52-30-03A		C	2	0	(M) One or both may be inoperative provided that the associated cargo door is manually operated.		

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-30	Cargo						
52-30-04	AFT(FWD) Cargo Door Latching Mechanism						
52-30-04A		C	16	14	(M) One may be damaged on each AFT(FWD) cargo door provided that: 1) ETOPS is not conducted, and 2) The other latching mechanisms of the affected cargo door have no damage, and 3) All the hinge lugs of the affected cargo door have no damage, and 4) The flight is not pressurized. NOTE: A latching mechanism has one hook, one spool, one bolt, one washer, and a core connecting link. A latching mechanism is damaged when any of its component is damaged.		
52-30-05	BULK Cargo Door Balance Mechanism						
52-30-05A		C	1	0	(O) May be inoperative provided that the BULK cargo door is placarded to inform ground personnel that the door is not correctly balanced.		
52-30-06	BULK Cargo Door Stop Fitting						
52-30-06A		C	8	7	(M) One may be damaged provided that: 1) ETOPS is not conducted, and 2) The other stop fittings have no damage, and 3) The flight is not pressurized.		

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				4. REMARKS OR EXCEPTIONS			
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-51	Cockpit Door						
52-51-01	Cockpit Door Locking System (CDLS)						
52-51-01A		A	1	0	(M)(O) May be inoperative provided that: 1) The cockpit door locking system is deactivated, and 2) The cockpit door is secured closed for takeoff and landing, and 3) Alternate procedures are established and used to secure and to access to the cockpit during the flight in accordance with the Operator's security policy, and 4) Repairs are made within 2 flight days.		
52-51-02	Cockpit Door Keypad						
52-51-02A		B	1	0	(M)(O) May be inoperative provided that the cockpit door keypad is deactivated.		
52-51-03	Cockpit Door Keypad LED						
52-51-03A		C	3	0	(O) One or more may be inoperative provided that alternate procedures are established and used.		

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-51	Cockpit Door						
52-51-04	Cockpit Door Release Strike						
52-51-04A	One cockpit door release strike inoperative	D	3	2	(M)(O) One may be inoperative. NOTE: Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position.		
52-51-04B	Two or more cockpit door release strikes inoperative	A	3	0	(M)(O) Two or more may be inoperative provided that: 1) The CDLS is considered inoperative, and 2) Repairs are made within 2 flight days. NOTE: Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position. Refer to Item 52-51-01, Cockpit Door Locking System (CDLS).		
52-51-05	Cockpit Door Controller Sensor						
52-51-05A	One cockpit door controller sensor inoperative	C	2	1	One may be inoperative.		
52-51-05B	Both cockpit door controller sensors inoperative	A	2	0	Both may be inoperative provided that: 1) The CDLS is considered inoperative, and 2) Repairs are made within 2 flight days. Refer to Item 52-51-01, Cockpit Door Locking System (CDLS).		

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-51	Cockpit Door						
52-51-06	Cockpit Door Deadbolt						
52-51-06A		C	1	0	May be inoperative provided that the Cockpit Door Locking System (CDLS) operates normally.		
52-51-07	Cockpit Door Decompression Deceleration Device						
52-51-07A	Fourth cockpit seat available	C	2	0	(O) One or both may be inoperative.		
52-51-07B	Fourth cockpit seat not occupied	D	2	0	One or both may be inoperative provided that the fourth occupant seat in the cockpit is considered inoperative. Refer to Item 25-13-01, Fourth Occupant Seat.		
52-51-08	Privacy Door						
52-51-08A		D	1	0	(M) May be inoperative provided that: 1) The privacy door is stowed open or not used, and 2) Procedures do not require its use.		

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				4. REMARKS OR EXCEPTIONS			
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-53	CKPT DOOR Panel on the Center Pedestal						
52-53-01	CKPT DOOR FAULT light						
52-53-01A		C	1	0	May be inoperative.		
52-53-02	CKPT DOOR OPEN light						
52-53-02A		C	1	0	(O) May be inoperative.		
52-53-03	LOCK Function of the CKPT DOOR sw						
52-53-03A		B	1	0	(M)(O) May be inoperative provided that the cockpit door keypad is deactivated.		
52-53-04	UNLOCK Function of the CKPT DOOR sw						
52-53-04A		C	1	0	(O) May be inoperative.		

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-71	Doors and Slides Control System						
52-71-01	Door Position Monitoring Redundancy						
52-71-01A		C	1	0	(O) May be inoperative. NOTE: If automatic operation is affected, the AFT and FWD cargo doors must be operated manually.		
52-71-02	Cabin Door Lock Monitoring						
52-71-02A		C	8	0	(O) One on each cabin door may be inoperative provided that the associated cabin door is checked closed, latched, and locked.		
52-71-03	Door and Cabin Pressure Communication Redundancy						
52-71-03A		C	1	0	May be inoperative.		
52-71-04	Door Residual Differential Pressure Detection						
52-71-04A		C	1	0	(O) May be inoperative provided that: 1) All the CABIN PRESSURE lights on cabin doors are placarded inoperative, and 2) The cabin differential pressure is checked on the <u>CAB PRESS</u> SD page before the opening of any cabin door or cargo door. NOTE: The placard should be visible from the inside and from the outside of the aircraft.		

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		4. REMARKS OR EXCEPTIONS				
52. DOORS						
Sequence No.	Item	1	2	3	4	Change Bar
52-71	Doors and Slides Control System					
52-71-05	CABIN PRESSURE light on Cabin Door					
52-71-05A		C	8	0	(O) One or more may be inoperative provided that the cabin differential pressure is checked on the <u>CAB PRESS</u> SD page before the opening of the associated cabin door. NOTE: The placard should be visible from the inside and from the outside of the aircraft.	
52-71-06	CABIN PRESSURE light on Cargo Door					
52-71-06A		C	2	0	(O) One or both may be inoperative provided that the cabin differential pressure is checked on the <u>CAB PRESS</u> SD page before the opening of the associated cargo door.	
52-71-07	Cabin Pressure Buzzer on Cabin Door					
52-71-07A		C	8	0	One or more may be inoperative.	

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4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
73-01	ENG Maintenance Overhead Panel					
73-01-01	FADEC GND PWR pb ON light					
73-01-01A		C	2	0	One or both may be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
73. ENGINE FUEL AND CONTROL							
Sequence No.	Item	1	2	3	4	Change Bar	
73-09	Dispatch Messages						
73-09-01	ENG 1(2) FUEL FILTER PARTLY CLOGGED Message						
73-09-01A	(A350-900 Series)	A	—	—	One may be displayed on the DISPATCH page for 30 flight-hours.		
73-09-01B	(A350-1000 Series)	A	—	—	One may be displayed on the DISPATCH page for one flight.		
73-09-02	ENG 1(2) LONG TERM MINOR FAULT Message						
73-09-02A		A	—	—	One or both may be displayed on the DISPATCH page for 500 flight-hours.		
73-09-03	ENG 1(2) SHORT TERM MINOR FAULT Message						
73-09-03A		A	—	—	One may be displayed on the DISPATCH page for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first.		
73-09-04	ENG 1(2) FUEL HEAT EXCHANGER MONITORING Message						
73-09-04A		A	—	—	One may be displayed on the DISPATCH page for 150 flight-hours or 10 consecutive calendar-days, whichever occurs first, provided that: 1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.		

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		4. REMARKS OR EXCEPTIONS					
73. ENGINE FUEL AND CONTROL							
Sequence No.	Item	1	2	3	4	Change Bar	
73-21	Engine Control and Fault Monitoring						
73-21-01	Engine FADEC identification						
73-21-01A		A	2	0	(M) One or both may be inoperative for 10 consecutive calendar-days provided that there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.		
73-21-02	Engine Fuel Filter Monitoring System						
73-21-02A		A	2	1	(M)(O) One may be inoperative for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided that: 1) The associated fuel filter is replaced before the first MEL dispatch, and 2) The ENG 1(2) FUEL FILTER PARTLY CLOGGED message or the ENG 1(2) FUEL FILTER CLOGGED message or the ENG 1(2) FUEL FILTER IN BYPASS message is still displayed after maintenance action, and 3) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 4) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.		

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		4. REMARKS OR EXCEPTIONS				
73. ENGINE FUEL AND CONTROL						
Sequence No.	Item	1	2	3	4	Change Bar
73-25	Functional Interfaces with FADEC					
73-25-01	Engine Interface Function					
73-25-01A	One EIF 1 inoperative	C	4	3	One EIF 1 may be inoperative provided that the APU and the AC auxiliary generation are operative.	
73-25-01B	One EIF 2 inoperative	C	4	3	One EIF 2 may be inoperative.	
73-25-01C	One EIF 1 and one EIF 2 inoperative on opposite engines	A	4	2	One EIF 1 may be inoperative on one engine and one EIF 2 may be inoperative on the opposite engine provided that: 1) The APU and the AC auxiliary generation are operative, and 2) Repairs are made within 3 consecutive calendar-days.	
73-25-01D	Both EIF 2 inoperative	A	4	2	Both EIF 2 may be inoperative for 3 consecutive calendar-days.	
73-25-02	Engine Overthrust Protection System					
73-25-02A		A	2	1	One may be inoperative for 3 consecutive calendar-days.	

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		4. REMARKS OR EXCEPTIONS					
74. IGNITION							
Sequence No.	Item	1	2	3	4	Change Bar	
74-31	Ignition Starting and Continuous Relight						
74-31-01	Ignition System (A350-900 Series)						
74-31-01A		A	4	2	(O) One may be inoperative for 10 consecutive calendar-days on each engine.		
74-31-02	Emergency Ignition System						
74-31-02A		C	2	1	(O) May be inoperative on engine 1 provided that the APU and the AC auxiliary generation are operative.		

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				4. REMARKS OR EXCEPTIONS			
75. BLEED AIR							
Sequence No.	Item	1	2	3	4	Change Bar	
75-09	Dispatch Messages						
75-09-01	ENG 1(2) FAN ZONE AIR LEAK Message						
75-09-01A		A	—	—	One may be displayed on the DISPATCH page for 150 flight-hours or 10 consecutive calendar-days, whichever occurs first.		
75-09-02	ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK Message						
75-09-02A		B	—	—	One may be displayed on the DISPATCH page.		
75-09-03	ENG 1(2) CORE ZONE AIR LEAK LO Message (A350-900 Series)						
75-09-03A		A	—	—	One may be displayed on the DISPATCH page for 500 flight-hours provided that the ENG 1(2) CORE ZONE LEAK HI message is not displayed on the DISPATCH page for the opposite engine.		
75-09-04	ENG 1(2) CORE ZONE AIR LEAK HI Message (A350-900 Series)						
75-09-04A		A	—	—	One may be displayed on the DISPATCH page for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided that the ENG 1(2) CORE ZONE LEAK LO message is not displayed on the DISPATCH page for the opposite engine.		

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4. REMARKS OR EXCEPTIONS

75. BLEED AIR

Sequence No.	Item	1	2	3	4	Change Bar
75-11	Engine Section Stator Anti-Icing					
75-11-01	Engine Section Stator Anti-Ice Valve					
75-11-01A		B	2	0	One or both may be inoperative in the open position.	

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		4. REMARKS OR EXCEPTIONS					
75. BLEED AIR							
Sequence No.	Item	1	2	3	4	Change Bar	
75-24	Turbine Cooling Control System						
75-24-01	Engine HP Turbine Case Cooling Valve (HPTCC Valve) (A350-900 Series)						
75-24-01A		A	2	0	(M)(O) One or both may be inoperative for 500 flight-hours provided that the affected HP turbine case cooling valve is deactivated and locked in the closed position.		
75-24-02	Engine IP Turbine Case Cooling Valve (IPTCC Valve)						
75-24-02A		A	2	0	(M)(O) One or both may be inoperative for 500 flight-hours provided that the affected IP turbine case cooling valve is deactivated and locked in the closed position.		
75-24-03	Engine Front Bearing Housing Vent Bypass Valve						
75-24-03A		A	2	0	One or both may be inoperative for 500 flight-hours.		

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

75. BLEED AIR

Sequence No.	Item	1	2	3	4	Change Bar
75-33	Air Bleed System					
75-33-01	Engine Burst Duct Detection (A350-900 Series)					
75-33-01A		A	2	1	One may be inoperative for 3 consecutive calendar-days.	

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		4. REMARKS OR EXCEPTIONS				
77. ENGINE INDICATING						
Sequence No.	Item	1	2	3	4	Change Bar
77-07	Indications on SD page					
77-07-01	Indications on the <u>CRUISE</u> page					
77-07-01-01	Engine Fuel Flow Indication on the <u>CRUISE</u> page					
77-07-01-01A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the <u>ENG</u> SD page.	
77-07-01-02	Engine Fuel Used Indication on the <u>CRUISE</u> page					
77-07-01-02A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the <u>ENG</u> SD page.	

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77. ENGINE INDICATING						
Sequence No.	Item	1	2	3	4	Change Bar
77-07	Indications on SD page					
77-07-02	Indications on the <u>ENG</u> SD page					
77-07-02-01	Engine Fuel Flow Indication on the <u>ENG</u> SD page					
77-07-02-01A		A	2	1	(O) May be degraded (last digits with amber dashes) for 10 consecutive calendar-days on one engine provided that: 1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.	
77-07-02-02	Engine N ₁ Vibration Monitoring on the <u>ENG</u> SD page					
77-07-02-02A		C	2	1	(O) One may be inoperative.	
77-07-02-03	Engine N ₂ Vibration Monitoring on the <u>ENG</u> SD page					
77-07-02-03A		C	2	1	(O) One may be inoperative.	
77-07-02-04	Engine N ₃ Vibration Monitoring on the <u>ENG</u> SD page					
77-07-02-04A		C	2	1	(O) One may be inoperative.	
77-07-02-05	Precooler Outlet Pressure Indication on the <u>ENG</u> SD page					
77-07-02-05A					Refer to Item 36-07-01, Precooler Outlet Pressure Monitoring on the <u>BLEED</u> SD page.	

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77. ENGINE INDICATING					
Sequence No.	Item	1	2	3	4 Change Bar
77-07	Indications on SD page				
77-07-03	Indications on the <u>FUEL</u> SD page				
77-07-03-01	All Engine Fuel Flow Indication on the <u>FUEL</u> SD page				
77-07-03-01A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the <u>ENG</u> SD page.
77-07-03-02	Engine Fuel Used Indication on the <u>FUEL</u> SD page				
77-07-03-02A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the <u>ENG</u> SD page.
77-07-03-03	Fuel Used All Engines Indication on the <u>FUEL</u> SD page				
77-07-03-03A					Refer to Item 77-07-02-01, Engine Fuel Flow Indication on the <u>ENG</u> SD page.

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78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
78-09	Dispatch Message					
78-09-01	ENG 1(2) REVERSER MINOR FAULT Message					
78-09-01A		A	—	—	One or both may be displayed for 10 consecutive calendar-days on the <u>DISPATCH</u> page.	

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78. ENGINE EXHAUST							
Sequence No.	Item	1	2	3	4	Change Bar	
78-30	Engine Reverser						
78-30-01	Engine 1 Reverser						
78-30-01A		C	1	0	(M)(O) May be inoperative provided that: 1) The engine 1 reverser is deactivated and secured in the stowed position, and 2) The ENG 1 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and 3) Engine 2 reverser operates normally, and 4) Appropriate performance adjustments are applied.		
78-30-02	Engine 2 Reverser	C	1	0			
78-30-02A					(M)(O) May be inoperative provided that: 1) The engine 2 reverser is deactivated and secured in the stowed position, and 2) The ENG 2 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and 3) Engine 1 reverser operates normally, and 4) Appropriate performance adjustments are applied.		
78-30-03	Engine 1 Reverser Control	C	1	0			
78-30-03A					(O) May be inoperative provided that: 1) Engine 2 reverser operates normally, and 2) Appropriate performance adjustments are applied.		

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78. ENGINE EXHAUST							
Sequence No.	Item	1	2	3	4	Change Bar	
78-30	Engine Reverser						
78-30-04	Engine 2 Reverser Control	C	1	0			
78-30-04A					(O) May be inoperative provided that: 1) Engine 1 reverser operates normally, and 2) Appropriate performance adjustments are applied.		
78-30-05	Engine 1(2) Reverser Lock						
78-30-05A	Inoperative lock deactivated in the unlocked position	A	12	10	(M) One engine reverser lock on one or two translating cowls may be inoperative for 10 consecutive calendar-days provided that: 1) The affected engine reverser lock is deactivated in the unlocked position, 2) When the associated FADEC is powered, the associated ENG 1(2) REVERSER LOCKED message is no longer displayed on the DISPATCH page after the deactivation, and 3) When the associated FADEC is powered, the associated ENG 1(2) REVERSER MINOR FAULT message is displayed on the DISPATCH page after the deactivation.		
78-30-05B	Associated engine reverser control considered inoperative	C	12	0	One or more may be inoperative in the locked position provided that the associated engine reverser control is considered inoperative. Refer to Item 78-30-03, Engine 1 Reverser Control. Refer to Item 78-30-04, Engine 2 Reverser Control.		

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79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
79-07	Indications on <u>ENG</u> SD page					
79-07-01	Engine Oil Quantity Monitoring on the <u>ENG</u> SD page					
79-07-01A		C	2	1	(M) One may be inoperative provided that: 1) The oil quantity of the associated engine is checked before each flight, and 2) There is no evidence of abnormal engine oil consumption or leakage.	

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4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
79-09	Dispatch Messages					
79-09-01	ENG 1(2) OIL CHIP DETECTED Message					
79-09-01A		A	—	—	(O) One may be displayed on the <u>DISPATCH</u> page for 40 flight-hours or 3 consecutive calendar-days, whichever occurs first, provided that the associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the <u>DISPATCH</u> page.	

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79. ENGINE OIL					
Sequence No.	Item	1	2	3	4
79-34	Oil Debris Monitoring System				
79-34-01	Engine Oil Debris Monitoring System				
79-34-01A		A	2	1	(M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the <u>DISPATCH</u> page.

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		4. REMARKS OR EXCEPTIONS			
79. ENGINE OIL					
Sequence No.	Item	1	2	3	4
79-35	Oil Filter Clogging Indication System				
79-35-01	Engine Oil System Contamination				
79-35-01A		A	2	1	(M)(O) One may be contaminated for 40 flight-hours or 3 consecutive calendar-days, whichever occurs first, provided that: 1) The associated oil filter is replaced before the first MEL dispatch, and 2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED message is no longer displayed after maintenance action, and 3) The associated Oil Debris Monitoring System (ODMS) is checked operative, and 4) The associated ENG 1(2) OIL CHIP DETECTED message is not displayed on the <u>DISPATCH</u> page, and 5) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the <u>DISPATCH</u> page.

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79. ENGINE OIL							
Sequence No.	Item	1	2	3	4	Change Bar	
79-35	Oil Filter Clogging Indication System						
79-35-02	Engine Oil Filter Monitoring System						
79-35-02A		A	2	1	(M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil filter is changed before the first MEL dispatch, and 2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED message or the ENG 1(2) OIL FILTER CLOGGED is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.		
79-35-03	Engine 1(2) Oil Monitoring System						
79-35-03A		A	2	1	One may be inoperative for 40 flight-hours or 3 consecutive calendar-days, whichever occurs first.		

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4. REMARKS OR EXCEPTIONS

80. STARTING

Sequence No.	Item	1	2	3	4	Change Bar
80-01	ENG Overhead Panel					
80-01-01	MAN START 1(2) pb-sw ON light					
80-01-01A		C	2	0	One or both may be inoperative.	

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80. STARTING						
Sequence No.	Item	1	2	3	4	Change Bar
80-11	Pneumatic Starter and Valve System					
80-11-01	Engine Start Valve					
80-11-01A		A	2	1	(M)(O) One may be inoperative for 10 consecutive calendar-days in the closed position provided that the affected valve is manually operated for the associated engine start.	
80-11-02	Engine Manual Start System					
80-11-02A		C	2	0	One or both may be inoperative.	

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80. STARTING						
Sequence No.	Item	1	2	3	4	Change Bar
80-12	ENG MASTER Panel on the Center Pedestal					
80-12-01	FAULT light on ENGINE MASTER lever					
80-12-01A		C	2	0	One or both may be inoperative.	